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American Railroad Journal.

New York, Saturday, June 6, 1868.

Tennessee Railroads.

The Governor of Tennessee has issued a circular addressed to the "Railroads of the State," bearing date May 24, 1868, in which he says:

It is made your duty by the law of 1852, and also by the act entitled "An act to liquidate the debt of the State falling due in 1868 and 1869," passed March 13, 1868, to pay the interest on the bonds loaned you at least fifteen days before said bonds become due. The penalty for the violation of this duty is that I am to appoint a suitable person, at your expense, to take charge of your road.

I therefore warn you that the interest due from you on the 1st of July next, must be paid to the Comptroller of the State at least 15 days before that date.

He has also addressed a letter to S. Watson, Esq., of Nashville, in which he says he is opposed to any increase in the present State debt, and shall recommend to the Legislature, at its next meeting in November, an amendment of the Constitution prohibiting the issuance of any more bonds of the State than are authorized by existing laws. He shall also recommend that provision be made for the sale of all railroads which cannot pay their interest promptly.

Selma, Rome and Dalton Railroad.

At the annual meeting of the stockholders of this road, held at Selma, Ala., on the 14th ult., the following gentlemen were elected directors for the ensuing year: F. H. Delano, John T. Agnew, David Crawford, U. A. Murdock, L. W. Lawyer, D. S. Printup, Wm. Paton, J. H. Knox, C. A. Lambaum, A. G. Mabry, and J. Lapsley. F. A. Delano, Esq., was elected President of the Board. The *Messenger* says a full interchange of views was had, and a general expression of satisfaction with the management and prospects of the road. The report of EUGENE LE HARDY, Esq., Chief Engineer, was presented, of which the following is the concluding portion:

Permit me, sir, to conclude with some remarks suggested to me by the exceptional conditions surrounding the location of this railroad; remarks which I doubt not have been made by all the friends of this enterprise, but which, notwithstanding, cannot be uttered too often.

Between New York and New Orleans the routes now nearest the "air line" between mid cities are, as far as Dalton, those passing by Philadelphia, Baltimore, Washington, Lynchburg, Bristol and Knoxville. Rome, Jacksonville and Selma are very nearly on the same air line, which is an indication that the *natural route must be continued through these points*, while the route which is pretended to be the shortest, passes by Charlotte, N. C., more than one hundred miles off the air line. The distance between the two cities, New York and New Orleans, as actually run, according to Appleton's Railway Guide, by way of Chattanooga, Grand Junction and Jackson is 1,502 miles, and by way of Dalton, Selma, Meridian and Jackson is 1,472, which could be reduced to about 1,327 miles, if the line, *as will be eventually*, was made direct from Selma to New Orleans, which would prove a saving in distance of 175 miles on the former route and of 145 on the latter.

The stockholders in this company will enjoy a security for their investment for a long time to come. No other company will be able to compete with this one in distance except at the sacrifice of such a large expenditure of money in the construction of a road, not by any means justified by the distance that would be saved. If to this most important advantage already in its hands your company can make suitable arrangements with all the other companies concerned in this system, to secure to the traveler safety, speed, comfort and economy of time and money, your line and the whole system it belongs to are certain to become the favorite channel for travel and trade between the main markets of the North and

the Gulf, the West Indies, Central and South America, Panama and California.

Another consideration which is of great importance to your line and its whole system, is that it will be exempted and free from those snow storms that block in winter the competing lines running by the way of the northwest and which will hereafter be one of the embarrassments in running the North Pacific Railroad now under construction.

All the belt of country traversed by your road is particularly attractive by its picturesque and varied scenery, by the splendor of its vegetation, by the richness of its soil, not only in vegetation products of all descriptions, but in its inexhaustible mineral wealth, *which only awaits this communication with the market to ensure its rapid development*. The altitude of your line ranging from 400 to 1,000 feet above the sea, and its course through valleys formed by spurs of the great chain of the Alleghany mountains are unmistakable indications of the moderation and healthfulness of its climate all the year round, and it is not extravagant to foresee or to predict that this portion of the country, when attention, by means of this road, shall have been directed to it, will become the preferred home of the rich as well as the poor, of the North as also of the South. The salubrity of the climate and mildness of the winter will offer great inducements to the wealthy and middle classes to settle in our midst, in summer to enjoy the refreshing breezes of our mountainous regions, and in winter to avoid the cold blast of a Northern climate. All this region is particularly favored with streams and abundance of water power that never freezes; timber is abundant, coal and iron, those two great powers of civilization and progress, inexhaustible. The land along the route yields most abundantly all the necessities of life. The climate, as already stated, is temperate, mild and healthy. We find in it all the necessary conditions and elements to make it a favored land for laborers, and consequently the great manufacturing land of America, the only one on this continent capable in the future to compete with the manufacturers of Europe.

A consideration, also, of some importance for the future prospect of this section of country and of your enterprise is the natural fertility of the whole of this section of country in the production of fruits and vegetables of all varieties and descriptions. If the speed of your road permit these products to reach the markets in season, attention will be attracted to their culture, which would ultimately form no small item of income to your road. From these considerations and others derived from the particularly advantageous situation of your road it is reasonable to anticipate for it, in the future not far away, not only a heavy local travel and freight, but also a heavy through travel and business, the northern ter-

minus touching as it does the main and most important markets of New York, Philadelphia and Baltimore. It is reasonable to pronounce the enterprise safe and full of prosperity, and at least it is reasonable to predict immunity and pride to the friends who have projected, and helped to construct this road. Such is the profound and sincere belief of your most obedient servant,

EUGENE LE HARDY,
Chief Engineer S. R. & D. R. R. Co.

Morris Canal and Banking Company.

We have the report of this company for the year ending February 29, 1868. From this we learn that the canal was opened about one week later than usual, and closed on the 9th of December, making the navigation season about two weeks less than the average of former years.

The income of the company from tolls and other sources during the year was.....\$449,652 46

And the expenses were:

Repairs of canal & works.....\$167,922 15
Operating canal.....74,691 78
Salaries, law and other expenses.....\$31,852 64
Less interest...13,695 94
30,370 40
Transportation expenses. 13,695 94
286,680 27

Balance—profits of the business.....\$162,972 19
Balance at credit, February 28, 1867. 96,914 30
Boat loan bonds bought and cancelled in the previous year, and erroneously charged to this account.....11,000 00

Total.....\$270,886 49
Dividends on preferred stock.....\$115,056 02
Interest on bonds.....65,083 51
Discount on boat loan.....4,302 96
Depreciation of boat stock.....2,789 07
Bad debts.....2,153 52
State of New Jersey.....20,410 95
Balance, February 29, 1868.....61,090 56

Total, as above.....\$270,886 49

The usual five per cent. semi-annual dividends have been paid on the preferred stock—also, the interest falling due on all outstanding bonds of the company, and the annual payment in to the Treasury of the State required by the supplement to the charter of the company, referred to in and published with the last annual report. The amount remaining at credit of profit and loss account is \$61,090 56 at the close of the fiscal year.

The current expenses of the year were \$53,699 92 less than the expenses of the previous year. No very considerable reduction in current expenses can be expected until there is a further reduction in the cost of labor and materials.

The season opened with such a competition between the avenues leading from the different coal fields, that the cost of carrying coal, to tide water, was soon reduced to extremely low rates, and so continued to the end of the season.

The railroad competition, for the way trade, compelled some concessions in rates, and took from the canal a portion of that trade. The great demand, and high prices paid, for common labor drew off from the canal so many boatmen, that it was impracticable to keep all the company's boats manned and running—and the principal articles which enter into the cost of boating were very high during all the boating season. This state of things necessarily resulted in high freights and low tolls, and in a corresponding reduction in the receipts of the company.

There was a falling off from the previous year in the amount of coal received at Port Delaware of 5,584 tons by railroad, and 34,085 tons by canal, and an increase of 5,451 tons in the amount received at Port Washington, amounting in all to a reduction of 34,218 tons in the coal received

into the canal from the mining regions. The falling off in the amount delivered on the line of the canal west of tide water was 6,207 tons.

The total amount of ore transported on the canal was 289,550 tons, being 615 tons less than the previous year. Of this amount 142,925 tons crossed the Delaware River into the Lehigh Valley, and 61,958 tons were transhipped to the Warren Railroad at Port Washington—leaving 83,667 tons belonging strictly to the trade of the canal.

The gross amount transported on the canal was 822,741 tons, being 66,479 tons, (about 7½ per cent.) less than the gross tonnage of the previous year.

The average distance traveled by the loaded boats was greater last year than the year before, making the difference in tons carried one mile less than six per cent. in favor of the previous year.

All the railroads and canals engaged in the Anthracite coal trade are constantly enlarging and improving their works with a view to reducing the cost of carrying. Under these conditions it cannot be expected that the Morris Canal can retain its share of the coal trade without corresponding enlargements and improvements.

During the last year the expenditures for this account were as follows:

For extensions and improvements at Jersey City.....\$53,098 84
Extension of tracks and shoots at Port Delaware.....22,892 37
Boat account.....20,513 11
General improvement account.....7,424 05

\$103,928 37

Credit:
By sale of house and lot in Jersey City.....\$5,306 25
By sale of lands formerly taken in settlement of land damages.....5,000 00
By sale of freight line fixtures.....1,157 50—\$11,463 75

\$92,464 62

In the year 1860, a plan was adopted for lengthening the locks on the canal ten feet, for the purpose of eventually increasing the length and carrying capacity of the boats for that part of the trade, which is done entirely on the line of the Morris Canal. This work was to be done from time to time, by the Supervisors, whenever a lock required general repairs. In pursuance of that policy, seventeen locks have been so lengthened, leaving fifteen locks yet to be done. It is estimated that this improvement can be completed by an expenditure of about thirty thousand dollars, and that it will increase the tonnage of the boats about fifteen per cent., and correspondingly reduce the cost of transportation on so much of the trade as comes to the canal by rail.

A further enlargement of the capacity of the boats can be effected by increasing the depth of water in the canal. The most of this work can be done during the season of navigation by dredging. There are two of "Osgoods Patent Under-water Excavators," already in use deepening the water and raising the banks.

The cost of the canal and its works, as will be seen by the general statement, is \$3,362,220 75; the total amount of stock and bonds outstanding is \$3,249,260; showing the cost of the works to be \$112,960 75 more than the means provided therefor. The only available resource at present to meet this floating debt is \$18,000 of the second mortgage bonds remaining unsold. It is therefore evident that some additional provision must be made for meeting this liability and continuing the improvements to which reference has already been made; otherwise the same must be provided for from the current earnings.

There has been sold during the year \$14,000, of the second mortgage bonds, and \$48,922 50 of the boat loan bonds. The trustees have purchased and cancelled \$14,000 of the boat loan

bonds, as required by the terms of the Trust Deed.

In pursuance of the concurrence and approbation of the action of the directors, by the stockholders, as expressed in a resolution adopted at the last annual meeting, the agreement contemplated in the first section of the supplement to the charter, approved March 14, 1867, has been executed and delivered to the Governor of the State.

The question of improving the submerged lands embraced within the bounds of the state grant has received the earnest attention of the directors and officers of the company. The rapid changes which have taken place in the ownership of shore property in the immediate vicinity, during the past year, indicate that the time is not far distant when this property will be needed for commercial purposes.

GENERAL STATEMENT.

Cost of canal and appurtenances...\$3,362,220 75
Assets:

Cash.....\$18,074 30
Bills receivable, individual account, etc.. 39,180 94
Materials.....11,427 96

68,683 20

Total.....\$430,903 95

Capital stock:

Consolidated.....\$1,025,000 00
Preferred.....1,175,000 00
Mortgage bonds.....782,250 00
Boat loan.....267,010 00

Liabilities:

Individual accounts, etc.\$29,621 92
Bills payable.....86,918 50
Dividends and coupons unclaimed.....4,012 97

120,553 39

Profit and loss—surplus.....61,090 56

Total, as above.....\$3,430,903 95

*President and Engineer.—WILLIAM H. TALCOTT.
Vice President.—JACOB F. RANDOLPH.
Secretary.—JOHN ROGERS.*

Worthington Valley and Manchester R. R.

A correspondent of the *Baltimore Sun*, writing from Manchester, Carroll Co., Md., under date of May 25, says: "The great drawback to the town and surrounding country is the want of railroad facilities between here and Baltimore. This want, I am glad to say, is now about being supplied by the building of the Worthington Valley and Manchester Railroad. The preliminary surveys, under the charge of Robert Irwin, Son & Co., are in progress. The corps of engineers is under the control of Wm. Glen, Esq., a gentleman of untiring energy and much experience in his profession. The corps reached here on Friday afternoon, having surveyed the route known as the Dover line, starting at Cockeysville, on the Northern Central Railway; another line, starting at the Ashland Iron Works, on said road, known as the Black Rock route, will be commenced on Monday next. The report of the engineer is looked for with much interest. The friends of the enterprise are quite enthusiastic, and are confident that the means to build the road will be forthcoming, and completed at an early day."

The Dubuque Herald says that the officers of the Iowa Falls and Sioux City Railroad Company have refused to accept the land grant upon the terms and conditions imposed by the General Assembly, viz., reserving to the State the authority to regulate the freight and passenger rates, and, therefore the road will not be extended through to the Missouri as was expected.

Sioux City and St. Paul Railway.

This company have concluded a contract with the Minnesota Valley Railroad Company, by which the latter agrees to complete the line from Sioux City to the Minnesota State line, within three years from the 1st of July. The latter company is the middle link of the chain of railroads extending from Sioux City to Lake Superior—the first link being the Sioux City and St. Paul, which extends from Sioux City to the State line; then the Minnesota Valley Railroad extends from the Iowa line to St. Paul, the third being the Lake Superior and Minnesota Railroad, extending from St. Paul to Lake Superior. This last road now has a large force at work, and will be completed inside of two years. The M. V. R. R. is now completed about seventy miles out from St. Paul, and by fall will reach Mankato, one hundred and seventy miles from Sioux City. The importance of this transfer, to Sioux City and Northwest Iowa, can hardly be over estimated. Nothing of equal benefit, if the road is built in the time named, has ever occurred since the settlement of the country.—*Sioux City Journal.*

Connecticut River Railroad.

The earnings of this road for the years ending November 30, 1866 and 1867, were as follows:

Earnings:	1866.	1867.
From passengers	\$277,890 40	\$282,769 53
" freight	311,202 16	305,929 42
" mails	6,093 43	6,133 47
" express	10,650 00	23,060 77
" rents	3,428 00	4,488 83
" interest, etc.	7,878 83	6,782 99
Expenses, viz:		
Repairs of road	\$104,696 56	\$111,234 76
" bridges	1,778 51	5,348 07
" buildings	23,500 08	34,919 47
" tools, etc.	5,032 67	5,369 78
" locomotives	31,333 67	12,996 59
" cars	58,671 23	65,142 86
Running trains	90,754 17	91,144 39
Station expenses	43,330 46	50,258 24
General expenses	10,596 93	11,684 19
Stationery, etc.	5,189 97	7,212 85
Gratuities and damages	3,536 28	1,746 45
Removing snow	761 56	2,134 38
Water works	5,022 11	5,886 81
Miscellaneous	7,072 03	9,081 40
Net earnings	\$391,276 23	\$414,209 74
Surplus per last report	\$225,866 65	\$214,955 27
Total	\$397,846 78	\$396,536 80
Against which are charged—		
Interest paid	\$15,975 73	\$16,689 97
Payment to sink'g fund	8,000 00	8,000 00
Government taxes	48,545 52	45,791 65
Cost of new locomotive	14,100 00	.....
Dividend January	66,644 00	66,000 00
" July	66,000 00	68,000 00
Surplus, Nov. 30	181,581 53	192,055 18

Total, as above. \$397,846 78 \$396,536 80

Compared with the previous year the gross earnings of 1867 show an increase of \$12,022 13, with an increase in operating expenses of \$22,933 51. The total expenditure shows an increase of only \$6,798 88. The surplus shows an increase of \$10,473 65. The report says:

No change has been made during the year in our construction account. The expenditures for improvements in the road and equipment, exceeding in the aggregate \$72,000, are all charged against the income.

About \$2,750 has been expended towards the enlargement of our facilities for business at the Springfield station.

At Northampton the new passenger house has been completed, at a cost of \$18,400, additional lands for aqueduct and depot purposes have cost \$4.

about \$6,400, and a further sum of \$2,800 has been expended in grading for new tracks and the erection of a coal shed.

Material improvements have been made in the alignment of the road by the substitution of straight lines for several reverse curves near the Smith's Ferry station, at a cost exceeding \$3,000.

The fitting up of a new station, situated two miles below Northampton and to be known as "Mt. Tom," has thus far called for an expenditure of \$2,000. One of the leading objects in establishing a station at this point is the accommodation of visitors to Mt. Tom and Mt. Holyoke. Upon the urgent request of interested parties we commenced stopping the passenger trains here on signal in the month of July, and, to our surprise, four thousand passengers were taken up and set down in the succeeding four months.

In pursuance of legislative authority obtained in 1866, a side walk has been constructed on the outside of the covered bridge over the Connecticut River between Willimansett and Holyoke, at a cost of about \$2,500. It is believed that the authorized tolls will net a sufficient sum to justify the cost.

The equipment of the road has been kept good by repairs and renewals, six platform and two house cars having been entirely rebuilt. Independently of repairs, we have built at the shops and put into service twenty-five platform and fifteen house freight cars and three baggage, express and post office cars, costing in the aggregate \$37,000.

The track repairs have absorbed 21,000 cross ties, 310 kegs of spikes and 513 tons of new rails, besides requiring the mending of 2,028 bars at the rail-welding shop. The steel rails laid down in 1865 and 1866 are giving entire satisfaction. None have been added the past year because of the extravagant prices charged for them. It is to be hoped that the manufacture of steel rails in this country will ere long produce something like equality between supply and demand and thus establish prices upon a reasonable basis.

It is the policy of the directors to constantly improve the road and equipment and to have its facilities for business always equal to the demand upon them. The second track from Springfield to Chicopee, constructed last year, has proved to be of great value in securing regularity and dispatch in the arrival and departure of our short trains. The extension of this track to stations further North should be kept constantly in view as a work to be accomplished within a limited period.

An arrangement was entered into with the Vermont and Massachusetts Railroad Company, near the end of the year, by which we are for the next six years to haul the trains of the Connecticut River line over the track of that company between South Vernon and Brattleboro, they retaining the receipts of the business and paying us a monthly stipend for the service. This arrangement obviates the frequent delays at South Vernon to which our passengers were formerly subjected and is a source of wide-spread public satisfaction.

An arrangement made with the same company in 1851, by which we have occupied about one mile of their track and they one mile of ours below the Greenfield station, was terminated in October at their request, consequent upon the practical extension of their road West, by the opening of a section of the Troy and Greenfield Railroad.

The capital stock of the company has been increased during the year by the issue and sale of five hundred shares at an average rate of five per cent. premium, making the total capital \$1,700,000. The bonded debt is \$250,000, maturing in 1878. The sinking fund provided for its payment at maturity, and to which an annual contribution of \$8,000 is made from the earnings of the road, now amounts, principal and interest, to \$65,669 34.

The company have 14 locomotives. Miles run with passenger trains, 139,658; with freight,

etc., trains, 119,092—total, 258,750. Number of passengers carried, 730,602; do. carried one mile, 9,021,492. Tons of freight carried, 198,088; do. carried one mile, 5,078,551. Earnings per mile of road, \$12,099 32. Gross earnings per mile run, \$2 43. Net earnings per mile run, 83.9 cents. Per centage of expenses to earnings, 64 per cent.

BALANCE SHEET, Nov. 30, 1867.

Cost of road and equipment	\$1,936,970 87
Material on hand	110,177 97
Paymaster	20,978 26
Suspense account	290 41
Ferry stock and real estate	10,072 30
Post office department	1,571 88
National tax	1,210 70
Bills receivable	3,386 67
Balance due from individuals and corporations	25,001 18
Balance due from station agents	56,125 57
Investments	32,600 00
Cash	46,937 84
	\$2,245,273 65
Capital stock, 17,000 shares	\$1,700,000 00
Mortgage bonds, due Sept. 1878	250,000 00
Expense bills payable	39,875 86
Unpaid dividends	847 00
Balance due individuals and corporations	62,995 61
Profit and loss	192,055 18
	\$2,245,373 65

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Sylvanus Adams, J. H. Butler, Henry W. Clapp, Roland Mather.

Treasurer.—SETH HUNT.

Auditor.—ELIPHALET WILLIAMS.

Superintendent.—W. B. BRINSMAN.

Manassas Gap Railroad.

This road has been for some time in operation to Front Royal, 51 miles from its junction with the Orange and Alexandria Railroad. On the 1st of June it was to have been opened to Strasburg, 61 miles; and by the 20th of June it is confidently expected that the track will have been relaid and the road put in good order as far as Mount Jackson, 85 miles. From that place to near Harrisonburg, its former western terminus, the completion of the road has been put under contract to reliable parties, to be finished by the first of October next.

Costa Rica Railroad.

We learn from Costa Rica that the Interoceanic Railroad contract has fallen through on account of the contractors failing to fulfill their obligations, although the Government has more than fulfilled its portion of the contract, having sent an agent a second time to the States to push on the commencement of the work; established the port of Lemon on the Atlantic and set on foot different undertakings to facilitate communication with the interior for the benefit of the construction of the railroad, and in fact done everything possible to assist in the progress of the road, but the President says everything has proved fruitless, and the Government is now in hopes of concluding a more favorable contract with another company.

The city of Portland has voted, 2,432 to 556, in favor of subscribing \$750,000 to the stock of the Portland and Ogdensburg Railroad. This is in lieu of the \$700,000 authorized last year.

Debt of North Carolina.

The following is a copy of the ordinance of the Constitutional Convention of North Carolina providing for the payment of the interest on the public debt:

SECTION 1. *Be it ordained by the people of North Carolina, in Convention assembled, and it is hereby ordained by the authority of the same, That the first General Assembly that shall be convened under the provisions of the Constitution framed by this body, be, and the same is hereby, directed to make the following provisions for the payment of the interest upon the public debt:*

SEC. 2. It shall provide for the payment in cash of the interest falling due on and after the 1st day of January, 1869, upon that portion of the bonds of the State which are dated prior to May 20, 1861.

SEC. 3. It shall provide for the payment in cash of the interest falling due on and after the 1st day of July, 1869, upon that portion of the bonds of the State which are dated on and after Jan. 1, 1866.

SEC. 4. It shall provide for funding all such coupons upon the above specified classes of bonds as are now due, or which may become due prior to the time when the payment of interest shall be resumed as above directed. And for such purpose the General Assembly shall authorize the issue of bonds of the State, bearing 6 per cent. interest, which shall be given at par in exchange for such coupons as are now due, or may become due prior to the time when such resumption of payment of interest shall take place.

SEC. 5. This ordinance shall be in force and take effect from and after its passage.

Passed March 14, 1868.

Railways in Canada.

On the 1st of May there were 260 miles of railway in process of construction in the Dominion of Canada, divided as follows:

NEW BRUNSWICK.

Miles

European and North American Railway, Western Extension Branch, St. John to Maine Boundary	81
Do. Eastern Extension, from Moncton to the Nova Scotia Province line	37
Do. Fredericton Branch, from Fredericton to its junction with the Western Extension	21
New Brunswick and Canada Railway, Woodstock Branch	17
Do. St. Stephen's Branch	19
Total, New Brunswick	175

NOVA SCOTIA.

Windsor and Annapolis Railway	85
Total	260

Oshkosh and Omro Railroad.

Col. Dorrance writes that having visited Mr. Mitchell, the President of the Milwaukee and St. Paul Railroad, that gentleman informed him "that the company, having passed resolutions to extend their road to Oshkosh via Omro, would faithfully fulfill their pledge on the terms agreed upon, namely: donation of \$50,000, the right of way and station grounds." Milwaukee and Oshkosh each having voted—the former \$25,000 and the latter \$30,000—for the above named object, there can be no doubt that the road will be commenced as soon as \$50,000 is secured to the company.—*Mil. Wis.*

At a meeting of the stockholders of the Illinois Central Railroad Company at Chicago, on the 27th ult., Jonathan Sturgis, A. S. Hewitt, Wm. Tracy, W. H. Osborn, and George Bliss were elected directors. The contract with the Dubuque and Sioux City Co., was agreed to; and a stock dividend of 8 per cent., declared.

Pittsburg, Fort Wayne and Chicago Railway.

The earnings and expenses of this road for the years ending December 31, 1864, 1865, 1866 and 1867, have been as follows:

	1864.	1865.	1866.	1867.
From freight	\$4,148,503 00	\$4,789,067 88	\$4,707,582 12	\$4,483,616 42
" passengers	2,696,887 00	3,891,221 46	2,441,895 70	2,439,018 39
" express	68,306 22	149,658 02	100,298 43	100,632 26
" mails	98,900 00	98,900 00	98,900 00	98,900 00
" rent of railway	85,000 00	85,000 00	85,000 00	85,000 00
" rents	1,345 88	4,861 12	2,869 00	6,651 92
" miscellaneous	27,028 71	25,354 08	35,672 31	33,311 97
Total earnings	\$7,120,465 76	\$8,489,062 56	\$7,467,217 56	\$7,242,125 96

Expenses:

Transportation	\$1,086,209 41	\$1,220,978 76	\$1,280,472 44	\$1,192,485 87
Motive power	1,260,900 87	1,520,948 54	1,567,196 04	1,488,688 48
Maintenance of way	1,118,496 62	1,344,674 25	1,270,583 01	1,382,384 72
" of cars	384,946 91	581,103 94	552,910 50	505,342 63
General expenses	355,850 82	587,810 09	475,574 55	884,725 87
Total expenses	\$4,101,898 63	\$5,205,515 58	\$5,147,686 54	\$4,863,572 07
Earnings less expenses	\$3,019,067 13	\$3,283,546 98	\$2,319,581 02	\$2,878,583 89
Earnings per mile	\$15,214 67	\$18,185 65	\$15,989 76	\$15,464 71
Expenses "	8,763 67	11,122 89	10,996 33	10,001 22
Earnings less expenses per mile	\$6,451 00	\$7,012 75	\$4,990 43	\$5,463 49
Expenses to earnings per cent	57.60	61.33	68.79	67.15

OPERATIONS OF THE ROAD, 1864-'65-'66-'67.

Mileage of engines	3,918,438	4,623,078	4,984,767	5,087,663
" of cars	38,965,246	41,785,082	45,485,011	45,428,547
Freight carried (tons)	888,528	882,615	1,025,778	1,154,351
" (mileage)	174,621,870	193,789,901	233,274,794	228,791,443
" (revenue)	\$4,138,503	\$4,739,068	\$4,707,582	\$4,483,616
Passengers carried (number)	1,284,205	1,461,195	1,280,822	1,294,125
" (mileage)	107,490,117	121,367,938	82,672,464	82,376,324
" (revenue)	\$2,696,886	\$3,391,221	\$2,441,896	\$2,439,013

Mileage of locomotive engines in further detail:

Passenger	1,287,158	1,499,293	1,456,185	1,502,117
Freight	2,293,560	2,888,569	3,118,019	3,221,486
Wood	120,834	121,510	148,985	100,185
Gravel	217,886	263,701	211,578	213,875
Total	38,918,438	4,623,073	4,984,767	5,087,663

Mileage of cars in further detail:

Passenger	4,815,650	5,522,129	5,208,084	5,517,209
Baggage and express	1,710,665	2,169,054	2,091,884	2,089,655
Freight	27,938,931	34,093,899	38,185,546	37,821,683

Total

38,965,246 41,785,082 45,485,011 45,428,547

Classification of freight weights in tons:

Product of forest—lumber	57,987	47,210	61,658	70,183
" other articles	15,914	26,000	31,608	45,184
" animals—live stock	164,262	184,242	156,913	155,847
" other articles	61,660	57,108	57,767	56,035
Agricultural products—flour & grain	101,180	96,206	149,403	115,750
" other articles	36,855	32,512	42,746	37,225
Manufactures	166,792	150,033	186,250	207,512
Merchandise	75,590	75,086	108,751	136,692
Iron rails	6,702	13,584	25,959	38,270
Miscellaneous—coal	150,153	129,770	158,382	205,553
" other articles	21,823	20,864	46,341	86,150

Total weight in tons

858,928	832,615	1,025,778	1,154,851
371,652	866,723	419,064	529,516
487,276	465,892	606,714	624,835

SCHEDULE OF ROLLING STOCK.

Locomotive engines	812	189	189	199
Passenger—1st class coaches	73	93	93	93
" 2d class and emigrant	26	26	26	26
Mail, baggage and express	44	143	167	173
Freight—box cars	812	883	1,057	1,431
" stock	535	547	548	548
" platform	629	1,976	776	2,881
Total of all cars	2,119	2,356	2,550	3,054

CONDITION OF THE ROAD.

	1864.	1865.	1866.	1867.
	E. D. W. D. Total.	E. D. W. D. Total.	E. D. W. D. Total.	E. D. W. D. Total.
Miles of road	188 280 468	188 280 468	188 280 468	188 280 468
Miles of siding	41 41 82	49 97 52	54 106 52	54 106 52
Miles of 2d track	10 $\frac{1}{2}$ 10 $\frac{1}{2}$ 26	7 33 26	7 33 26	7 $\frac{1}{2}$ 33 $\frac{1}{2}$ 26
Total track	239 $\frac{1}{2}$ 321 560 $\frac{1}{2}$	262 336 598	266 341 607	266 341 $\frac{1}{2}$ 607 $\frac{1}{2}$

INCOME ACCOUNT, 1864-'65-'66-'67.

	1864.	1865.	1866.	1867.
By balance.....	\$97,055 00	\$1,818,070 45	\$3,062,130 75	\$3,355,707 98
Gross earnings.....	7,120,465 76	8,489,062 56	7,467,217 56	7,242,125 96
C. & P. R. R. on account of joint earnings.....	39,035 33	.....	.....	.....
Assets of Trustees credited to income account.....	116,017 58	.....	.....	80,000 00
Profits operating New Castle Branch.....	.....	.....	89,771 99	73,599 81
	\$7,372,573 67	\$10,307,133 01	\$10,619,120 30	\$10,751,433 75
Operating expenses.....	\$4,101,398 63	\$5,205,515 58	\$5,147,686 54	\$4,863,572 07
Construction, etc.....	.....	.....	.....	3,882,014 91
Interest on bonds.....	922,322 09	889,630 00	871,361 93	864,074 74
Sinking fund.....	104,100 00	.....	.....	.....
Dividends on stock.....	530,782 50	872,827 50	1,035,815 79	1,088,816 81
C. & P. R. R. on account of joint earnings.....	.....	277,029 18	209,048 06	170,903 77
Taxes, &c.....	.....	.....	.....	283,939 98
Balance to credit side.....	1,713,970 45	3,062,130 75	3,355,707 98	1,098,111 97
Total.....	\$7,372,573 67	\$10,307,133 01	\$10,619,120 30	\$10,751,433 75

GENERAL ACCOUNT, 1864-'65-'66-'67.

	1864.	1865.	1866.	1867.
Capital stock.....	\$8,181,126 12	\$9,312,442 00	\$9,940,987 95	\$11,500,000 00
1st mortgage bonds.....	5,250,000 00	5,250,000 00	5,250,000 00	5,250,000 00
2d " "	5,160,000 00	5,160,000 00	5,160,000 00	5,160,000 00
3d " "	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Bridge bonds (O. & P. R. R. Co.)	187,500 00	163,500 00	158,500 00	153,000 00
Chicago depot bonds.....	59,500 00	.....	.....	.....
Due to other companies.....	60,481 82	184,871 85	40,822 02	77,514 60
Miscellaneous liabilities.....	371,676 71	448,041 24	364,295 73	137,796 95
Due J. F. D. Lanier, Trustee.....	124,993 66	115,331 13	88,238 79	12,054 11
Due for current expenses in December and prior.....	833,421 14	849,876 12	568,987 14	573,289 40
Balance to credit of income acc't.....	1,818,070 45	3,062,130 75	3,355,707 98	3,480,126 88
Total.....	\$24,046,769 90	\$26,545,698 09	\$26,927,539 61	\$28,343,781 94
Cost of property.....	\$21,164,329 77	\$23,183,381 33	\$24,253,746 81	\$25,271,285 63
Stock of supplies.....	1,052,058 70	969,053 93	631,918 82	561,443 99
Due from other companies.....	606,185 41	417,948 84	386,954 43	368,596 14
Akron Branch.....	.....	179,829 40	179,829 40	207,575 03
Miscellaneous assets.....	768,519 86	575,521 74	708,333 63	633,641 44
Sinking fund 1st and 2d mortgage bonds.....	104,100 00	208,200 00	275,910 03	404,710 26
Cash in hand.....	351,576 16	1,011,758 85	670,675 59	896,529 00
Total.....	\$24,046,769 90	\$26,545,698 09	\$26,927,539 61	\$28,343,781 94

The result of each year's operations since the consolidation have been as follows:

Fiscal Years.	Length of road.	Gross Earnings.	Operating Earnings.	Dividends.
	M.	\$	\$	\$
				Amount. Rate. p. c.
1856	338	370,446	402,015	23,108
1857	383	942,765	657,686	59,974
1858	383	742,451	698,570	126,211
1859	465	795,739	964,183	206,116
1860	467	805,486	1,341,015	188,853
1861	467	902,706	1,905,707	223,374
1862	467	1,116,741	2,401,630	226,940
1863	468	1,562,409	3,341,034	229,491
1864	468	2,696,387	4,148,503	275,576
1865	468	3,391,221	4,739,068	358,774
1866	468	2,441,896	4,707,582	317,740
1867	468	2,439,013	4,483,616	319,497

The earnings and expenses for 1856 are for five months only, viz., from August 1, to December 31.

The amount of capital, bonds, and debt at the close of each year since the consolidation has been as follows:

	Shares.	Bonds.	Floating Debt.	Total.
1857	\$5,258,987 66	\$7,371,000 00	\$1,818,922 09	\$14,048,759 75
1858	5,288,950 27	8,453,000 00	889,159 88	14,631,110 15
1859	5,351,761 84	8,289,500 00	1,916,517 04	15,557,777 88
1860	5,481,869 32	9,306,485 00	1,612,754 22	16,401,108 54
1861	5,480,865 54	9,660,825 00	1,860,430 87	17,002,121 41
1862	5,709,591 61	12,935,173 00	.....	18,644,764 61
1863	6,164,531 89	12,935,173 00	.....	19,099,704 89
1864	8,181,126 00	12,657,000 00	.....	20,888,126 00
1865	9,812,442 00	12,573,500 00	.....	21,885,942 00
1866	9,940,987 95	12,568,500 00	.....	22,509,487 95
1867	11,500,000 00	12,568,000 00	.....	24,068,000 00

In the floating debt are included coupons past due and unpaid—1858, \$9,341; 1859, \$252,150; 1860, \$912,677, and in 1861, \$1,519,212.

Debt of Massachusetts.

The State of Massachusetts will pay interest, in gold, on \$15,000 5 per cents, and \$85,000 6 per cents; also the principal, in gold, of both sums, which matured June 1st, and \$100,000 of temporary loan, payable in currency. In this connection we annex a statement of the entire indebtedness of Massachusetts, from official sources:

5 per cent. bonds, due 1870@1880, inclusive	\$867,000
5 per cent. bonds, due 1883	1,088,000
5 per cent. bonds, due 1894	4,879,500
5 per cent. bonds, due 1894 (£826,600 @ \$4 84)	4,000,744
6 per cent. bonds, due 1870@1878, inclusive	3,823,000

Principal and interest payable in gold.....	\$14,158,244
6 per cents, due 1871-'86, 5-20s, currency	8,505,000
	\$17,663,244

TROY AND GREENFIELD RAILROAD LOANS.

5 per cts., due 1890-'94	\$1,166,500
5 per cts., due 1888-'90	554,180
(£114,500 @ \$4 84)	2,952,400
5 per cts., due 1888 £610,-000 @ \$4 84	4,673,080

State indebtedness	\$22,886,824
LOANS TO RAILROADS.	

Western, 5 per cts., (£764,-900 @ \$4 84)	\$3,702,116†
Eastern, 5 per cts., due 1868 @1871	275,000
Norwich and Worcester 6 per cts., due 1877	400,000
	4,377,116
Total debts and liabilities	\$26,718,440

The loans to the three railroads are amply secured, and the State has sinking funds of over \$10,000,000 toward the redemption of its own liabilities. The Troy and Greenfield loans are assumed as State indebtedness, but the premium on the last loan of \$2,952,400 will as a sinking fund redeem a large part of that loan at maturity. The State has temporary debt maturing this year and next, to the amount of \$1,412,240 92, but the balance of the last loan, \$1,600,000, not yet paid in, will more than offset it, therefore it is not included in the aggregate debt. Although the debt of the State is large, the ample sinking funds makes its financial condition a very healthy one.

* This is the only currency loan. All others payable in gold, principal and interest.

† This loan matures Oct. 1, 1868, to April 1, 1871.

‡ A meeting of the stockholders of the Cape May and Millville Railroad Company, to ratify a lease of the road by the West Jersey Company, by virtue of which the stockholders are to receive six per cent. on their stock, and the road become virtually a part of the West Jersey road, was held at Cape Island recently. This is but another step on the part of the companies to advance the interests of that section of the State, and cannot fail to enhance the value of real estate in South Jersey.

‡ The new station at Lyndonville, on the Connecticut and Passumpsic Rivers Railroad, was opened to the public on the 18th ult. It is the finest on the road and among the finest in the State.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.			
Albany & Susquehanna..	100	\$1,375,139	-----	Hartford and New Haven..	100	\$3,000,000	J. A. J & O	Apl. '68 3	Portl., Saco & Portsmouth..	100	\$1,500,000	J. & D.	Jun. '68 3	
Allegheny Valley	50	1,498,400	-----	Hannibal and St. Joseph..	100	1,900,000	-----	Providence & Worcester..	100	1,800,000	J. & J.	Jan. '68 4		
Alton and St. Louis..	100	1,232,200	J. & J.	Oct. '67 12	Do. do. pref. 100	5,253,830	-----	Reading and Columbia ..	50	605,019	-----	-----		
Atlanta and West Point..	100	5,545,225	-----	Hanover Branch, Pa.	50	116,350	M. & N.	May '68 5	Rensselaer and Saratoga..	100	800,000	A. & O.	Apr. '68 3	
Atlantic & N. Carolina..	100	11,522,150	-----	Housatonic	100	820,000	-----	Richmond and Danville..	100	2,000,000	-----	-----		
Atlantic & Gt. Western..	50	1,919,000	" pref. 50	" pref.	100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersb. g. 100	847,000	-----	-----	-----	
" " " pref. 50	1,919,000	-----	Hudson River	100	13,927,100	A. & O.	Apl. '68 4	Rich., Fred. and Potomac..	100	1,041,800	-----	-----	-----	
Atlantic & St. Lawrence..	100	2,194,900	J. & J.	Jan. '68 2	Huzleton	50	1,618,000	May	Rockport	100	88,400	-----	-----	
Augusta and Savannah..	100	733,700	J. & J.	Jul. '67 3	Huntingdon & Bd. Top.	50	944,350	May '68 2	Rome, Watert. and Og. 100	2,885,500	J. & J.	Jan. '68 5		
Baltimore and Ohio..	100	16,167,982	A. & O.	Apl. '68 4	" pref. 50	190,750	J. & J.	Jn. '68 3	Rutland preferred	100	-----	F. & A.	F. & A. '68 3	
Do. Washington Br.	100	3,060,000	A. & O.	Apl. '68 5	Illinois Central	100	23,386,450	F. & A.	S. L. Alt. and T. Haute..	100	2,800,000	-----	-----	
Baltimore City Passenger..	-----	870,000	-----	Indianapolis, Cin. & Lafay.	50	1,582,900	M. & S.	Feb. '68 5	Reading and Columbia ..	50	605,019	-----	-----	
Bay de Noquet & Marq..	100	-----	A. & O.	Apl. '68 3	Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '68 4	Rensselaer and Saratoga..	100	800,000	A. & O.	Apr. '68 3
Bellefontaine Line	100	4,420,000	F. & A.	Aug. '67 3	Joliet and Chicago*	100	1,500,000	J. A. J & O	Apl. '68 4	Richmond and Danville..	100	2,000,000	-----	-----
Belvidere Delaware..	100	997,112	-----	Joliet & North, Indiana*	100	300,000	J. & J.	Jan. '68 4	Richmond and Petersb. g. 100	847,000	-----	-----	-----	
Berkshire*	100	600,000	J. A. J & O	Apl. '68 1	Lackawanna & Bloomab.	50	1,338,000	-----	Rich., Fred. and Potomac..	100	1,041,800	-----	-----	
Blossburg & Corning..	50	250,000	J. & D.	Dec. '67 2	Lehigh and Mahanoy	50	2,158,565	J. & J.	Jn. '68 3	Rockport	100	88,400	-----	-----
Boston and Chelsea..	100	110,000	A. & O.	Apl. '68 4	Lehigh and Susquehanna..	50	5,104,050	M. & N.	May '68 5	Rome, Watert. and Og. 100	2,885,500	J. & J.	Jan. '68 5	
Boston, Concord & Mont.	100	459,800	-----	Lehigh Valley	50	10,734,100	J. A. J & O	Apl. '68 4	Rutland preferred	100	-----	F. & A.	F. & A. '68 3	
Do., do. pref. 100	1,340,400	-----	M. & N.	May '68 3	Lexington & Frankfort	100	344,650	J. & J.	Jan. '68 4	S. L. Alt. and T. Haute..	100	2,800,000	-----	-----
Boston and Lowell..	50	1,330,000	J. & D.	Dec. '67 4	Little Miami.	50	514,646	M. & N.	Nov. '67 3	Reading and Columbia ..	50	605,019	-----	-----
Boston and Maine..	100	4,076,974	J. & J.	Jan. '68 5	Little Schuylkill*	50	3,572,400	J. & D.	Dec. '67 4	Rensselaer and Saratoga..	100	800,000	A. & O.	Apr. '68 3
Boston and Providence..	100	3,860,000	J. & J.	Jan. '68 5	Lomb. and South St. (Ph.)	25	2,646,100	J. & J.	Jan. '68 2	Richmond and Danville..	100	2,000,000	-----	-----
Boston and Worcester..	100	4,500,000	J. & J.	Jan. '68 5	Long Island	50	90,000	-----	Richmond and Petersb. g. 100	847,000	-----	-----	-----	
Broadway (Boston)	50	326,000	J. A. J. O.	Apl. '68 2	Long Branch & Sea Shore	50	3,000,000	F. M. A. N.	Aug. '66 2	S. L. Alt. and T. Haute..	100	2,800,000	-----	-----
Broadwy & 7th Av. (N. Y.)	100	2,100,000	J. & J.	Jul. '67 5	Louisiv., Cin. and Lex. pr. 100	50	95,194	N.Y' 67 3	Reading and Columbia ..	50	605,019	A. & O.	Apr. '68 3	
Brooklyn City	100	1,008,000	F. & A.	F. & B. '68 2	Louisville and Frankfort	50	48,633	J. & J.	Jul. '67 4	Rensselaer and Saratoga..	100	800,000	-----	-----
Brooklyn City & Newt'n..	100	329,800	M. & N.	N.Y' 67 3	Louisville and Nashville..	100	1,109,594	J. & J.	Jan. '68 3	Richmond and Danville..	100	2,000,000	-----	-----
Buff., New York & Erie*	100	2,200,000	F. & A.	Feb. '68 5	Louisville, N. Alb. & Chicago.	50	5,500,000	F. & A.	Feb. '68 4	Richmond and Petersb. g. 100	847,000	-----	-----	
Cambridge Horse (Boston)	100	727,800	A. & O.	Apl. '68 4	Lowell and Lawrence	100	2,000,000	A. & O.	Apl. '68 3	S. L. Alt. and T. Haute..	100	2,800,000	-----	-----
Camden and Amboy..	100	6,842,200	F. & A.	Feb. '68 5	Macon and Western	100	1,500,000	A. & O.	Apl. '68 4	Reading and Columbia ..	50	605,019	-----	-----
Camden and Atlantic, pref. 50	600,000	-----	J. & J.	Jan. '68 5	Mahanoy & Bd. Mount'n	50	921,615	-----	Rensselaer and Saratoga..	100	800,000	A. & O.	Apr. '68 3	
Cape Cod Branch	60	721,226	J. & J.	Jan. '68 3	Maine Central	100	1,600,860	M. & N.	May '68 5	Richmond and Danville..	100	2,000,000	-----	-----
Catawissa	50	1,150,000	M. & N.	May '68 3	Manchester & Lawrence..	100	1,000,000	-----	Richmond and Petersb. g. 100	847,000	-----	-----	-----	
Catawissa, pref. 50	2,200,000	-----	J. & J.	Jan. '68 4	Marietta & Cincinnati..	50	2,029,778	M. & S.	Sep. '66 3	S. L. Alt. and T. Haute..	100	2,800,000	-----	-----
Cayuga & Susquehanna*	50	589,110	J. & J.	Jul. '67 5	Maricetta & Cincinnati..	50	5,86,135	M. & S.	Sep. '66 3	Reading and Columbia ..	50	605,019	-----	-----
Central of Georgia	100	4,666,900	-----	" 1st pref. 50	50	1,061,744	M. & S.	Sep. '66 3	Rensselaer and Saratoga..	100	800,000	-----	-----	
Central of New Jersey	100	13,768,000	J. A. J & O.	Apl. '68 2	" 2d pref. 50	50	5,812,725	M. & S.	Mar. '68 3	Richmond and Danville..	100	2,000,000	-----	-----
Central Ohio	100	400,000	J. & D.	Jun. '68 3	Memphis and Charleston..	100	5,700,000	J. & J.	Jan. '68 5	Richmond and Danville..	100	2,000,000	-----	-----
Do., pref. 100	-----	-----	J. & D.	Jun. '68 3	Michigan Central	100	1,250,000	J. & J.	Jan. '68 5	Richmond and Danville..	100	2,000,000	-----	-----
Cen. Park, N. & E. River..	100	970,000	-----	Mich. So. & North. Ind.	100	7,502,868	J. & J.	Jan. '68 5	Richmond and Danville..	100	2,000,000	-----	-----	
Charlotte & S. Carolina..	100	1,201,000	-----	Michigan Central	100	5,811,300	M. & S.	May '68 3	Richmond and Danville..	100	2,000,000	-----	-----	
Chemung*	100	830,000	-----	" guaranteed. 100	50	787,700	F. & A.	Feb. '68 5	Richmond and Danville..	100	2,000,000	-----	-----	
Cheshire, preferred	100	2,017,825	M. & S.	Jan. '68 3	Middlesex (Boston)	100	400,000	F. & A.	Aug. '67 6	Richmond and Danville..	100	2,000,000	-----	-----
Chicago and Alton..	100	5,886,643	M. & S.	May '68 5	Millville and Glassboro*	50	2,682,000	F. & A.	Feb. '68 8	Richmond and Danville..	100	2,000,000	-----	-----
" " pref. 100	2,426,576	J. & J.	Jan. '68 3	Milw. & Prairie, du Chien.	50	1,000,000	J. & J.	Jan. '68 5	Richmond and Danville..	100	2,000,000	-----	-----	
Chicago, Burl. & Quincy..	50	12,500,000	M. & S.	May '68 5	Milw. & St. Paul.	50	1,014,000	J. & J.	Jan. '68 5	Richmond and Danville..	100	2,000,000	-----	-----
Chicago and Gt. Eastern..	100	4,390,000	M. & S.	Oct. '67 24	Milw. & St. Paul.	50	3,627,000	J. & J.	Feb. '68 7	Richmond and Danville..	100	2,000,000	-----	-----
Chicago, Iowa & Nebraska*	100	1,000,000	-----	Milw. & St. Paul.	50	7,371,000	J. & J.	Jan. '68 5	Richmond and Danville..	100	2,000,000	-----	-----	
Chicago and Milwaukee..	100	2,227,000	-----	Milwaukee and Glassboro*	50	400,000	F. & A.	Aug. '67 6	Richmond and Danville..	100	2,000,000	-----	-----	
" " pref. 100	12,994,719	J. & J.	Jun. '68 3	Milw. & Prairie, du Chien.	50	1,419,769	F. & A.	Feb. '68 5	Richmond and Danville..	100	2,000,000	-----	-----	
Chicago, R. I. & Pacific..	100	9,100,000	A. & O.	Oct. '67 5	Montgomery & W. Point.	50	5,285,050	F. & A.	Feb. '68 5	Richmond and Danville..	100	2,000,000	-----	-----
Chicago, R. I. & Pacific..	100	1,000,000	M. & N.	Jan. '68 5	New Bedford & Taunton.	50	500,000	J. & J.	Jan. '68 4	Richmond and Danville..	100	2,000,000	-----	-----
Chicago and Milwaukee..	100	2,227,000	-----	New Haven & N. London..	100	788,528	-----	Richmond and Danville..	100	2,000,000	-----	-----		
" " pref. 100	15,100,927	J. & J.	Jun. '68 3	New Haven & N. London..	100	1,224,700	J. & J.	Jan. '68 3	Richmond and Danville..	100	2,000,000	-----	-----	
Chicago and N. Western..	100	12,994,719	J. & J.	Jan. '68 3	New Jersey	100	1,000,000	F. & A.	Feb. '68 5	Richmond and Danville..	100	2,000,000	-----	-----
Do., pref. 100	-----	-----	J. & J.	Jan. '68 3	New London Northern..	100	895,000	M. & S.	Mar. '68 4	Richmond and Danville..	100	2,000,000	-----	-----
Clinton and Zanesville..	50	1,600,250	-----	N. O., Opel. & Gt. West'n.	100	4,022,425	F. & A.	Feb. '68 3	Richmond and Danville..	100	2,000,000	-----	-----	
Citizens' Passenger (Phil.)	50	192,750	F. & A.	Feb. '68 4	New York and Harlem	50	5,255,050	J. & J.	Jan. '68 4	Richmond and Danville..	100	2,000,000	-----	-----
Cleve, Col. & Cincinnati..	100	6,000,000	M. & N.	Mar. '68 3	New York & New Haven..	100	4,000,000	J. & J.	Jan. '68 4	Richmond and Danville..	100	2,000,000	-----	-----
Cleveland and Mahoning..	50	5,044,800	M. & N.	Mar. '68 3	N.Y., Provid. & Boston.	100	4,643,900	F. M. A. N.	May '68 2	Richmond and Danville..	100	2,000,000	-----	-----
Cleve, Painav. & Ashta..	100	5,000,000	J. & J.	Jan. '68 3	Niag. Bridge & Cananda*	50	155,000	J. & J.	May '67 4	Richmond and Danville..	100	2,000,000	-----	-----
Cleveland and Pittsburgh..	50	5,424,091	M. & N.	May '68 3	Northern of N. Hampshire..	100	3,063,400	J. & D.	Jun. '68 4	Richmond and Danville..	100	2,000,000	-----	-----
Cleveland and Toledo*	50	4,841,800	J. & J.	Jan. '68 3	Northern of N. Jersey	100	1,58,800	J. & J.	Jan. '68 3	Richmond and Danville..	100	2,000,000	-----	-----
Col. & Indianapolis Can..	100	4,000,000	J. & J.	Jan. '68 3	Northern Pennsylvania	100	3,150,150	F. & A.	Feb. '68 5	Richmond and Danville..	100	2,000,000	-----	-----
Columbus and Xenia*	50	1,782,200	J. & J.	Jan. '68 3	North Carolina	100	4,000,000	J. & J.	Jan. '68 4	Richmond and Danville..	100	2,000,000	-----	-----
Concord & Portsmouth..	100	350,000	M. & N.	Jan. '68 3	North Eastern (S. C.) pref.	50	3,607,197	J. & D.	Jun. '68 3	Richmond and Danville..	100	2,000,000	-----	-----
Coney Island & Brooklyn..	100	500,000	J. & J.											

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Completed, in part in single year.	Length, in progress or projected.	Equipment.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness.		Earnings.		Market Price.	PASSENGER RAILROAD BONDS.						
							Cars.	Horses.	2-horse.	1-horse.		Amount outstanding.	Interest Rate.	Payable.	Principal payable.	Market		
30 Nov. '67	3.53	—	—	MASSACHUSETTS.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		
30 Nov. '67	6.84	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	27,500	7	—	—		
30 Nov. '67	265	38	—	Broadway, Boston	402,468	325,000	64,336	187,427	29,460	9.5	—	—	—	—	—	—	—	
30 Nov. '67	28.31	—	—	Cambridge	87,884	727,800	150,000	94	—	—	—	—	—	—	—	—	—	
30 Nov. '67	3.90	48	8	Lowell (Horse)	66,908	55,830	—	—	1,866	27,268	5,538	—	—	—	—	—	—	
30 Nov. '67	12.50	196	32	Lynn and Boston	269,426	200,000	50,000	48,984	164,987	loss.	—	10	—	—	—	—	—	
30 Nov. '67	3.60	—	—	Maiden and Melrose	60,248	200,000	55,758	—	24,138	loss.	—	25	—	—	—	—	—	
30 Nov. '67	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '67	3.08	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25	—	—	—	—	
30 Nov. '67	42.99	791	166	Metropolitan (Boston)	1,523,225	1,250,000	—	—	183,198	726,709	129,655	10	66	—	—	—	—	
30 Nov. '67	7.21	254	42	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,086	10,087	—	40	—	—	—	—	—	
30 Nov. '67	3.25	23	7	Northampton & Williamsb.	300,000	300,000	—	—	2,818	14,273	1,125	—	—	—	—	—	—	
30 Nov. '67	2.13	8	2	North Woburn street	27,242	17,300	—	—	13,500	368	loss.	—	—	—	—	—	—	
30 Nov. '67	6.45	55	9	Quincy	136,840	31,800	66,424	57,592	28,224	loss.	—	—	—	—	—	—	—	
30 Nov. '67	7.15	50	17	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—	—	—	—	—	
30 Nov. '67	3.74	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39	—	—	—	—	
30 Nov. '67	2.51	12	3	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—	—	—	—	—	
30 Nov. '67	6.84	—	—	Suburban	95,000	5,000	(Inc.)	in Mal. & Mel. rose.)	—	—	—	—	—	—	—	—	—	
30 Nov. '67	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	86	—	—	—	—	—	
30 Nov. '67	2.76	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—	—	—	—	—	
30 Nov. '67	4.06	44	9	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—	—	—	—	—	
21 Jan. '64	3.0	30	45	7	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—	—	—	—	
31 Dec. '62	8.5	—	11	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	7.37	87	6	6 Albany	139,414	98,000	40,000	—	71,961	15,873	—	100	—	—	—	—	—	
30 Sep. '67	22.00	—	53	Bloster St. & Fulton Ferry	1,746,441	900,000	604,000	44,748	298,418	60,543	—	100	—	—	—	—	—	
30 Sep. '67	10.76	—	37	Broadway (Brooklyn)	266,561	200,000	85,000	10,015	107,736	26,744	8	100	—	—	—	—	—	
30 Sep. '67	18.00	103	—	Broadway & 7th Ave., N. Y.	508,818	2,100,000	150,000	—	—	687,438	253,214	3	100	—	—	—	—	
30 Sep. '67	8.00	17	—	Brooklyn, Bath & Coney Is'd	166,269	99,860	80,000	85,172	27,258	3,994	—	100	—	—	—	—	—	
30 Sep. '67	70.00	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	—	1,131,129	195,907	12	100	—	—	—	—	
30 Sep. '67	11.30	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,687	129,267	14,852	—	100	—	—	—	—	—	
30 Sep. '67	4.12	14	—	Brooklyn City & Rock. B'rh	125,586	107,700	45,000	—	—	16,086	6,352	—	100	—	—	—	—	
30 Sep. '67	24.00	57	22	Brooklyn Central & Jamaica	996,783	488,100	498,810	47,303	192,290	9,470	—	100	—	—	—	—	—	
30 Sep. '67	8.45	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—	—	—	—	—	
30 Sep. '67	1.76	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8	100	—	—	—	—	—	
30 Sep. '67	24.00	121	14	Central P'k, N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	581,915	16,288	—	—	—	—	—	—	—	
30 Sep. '67	14.32	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,127	118,307	226	—	100	—	—	—	—	—	
30 Sep. '67	22.69	201	—	D. Dock, E. B'dw. & Battery	675,114	1,200,000	672,000	15,000	582,582	89,310	5	100	—	—	—	—	—	
30 Sep. '67	18.00	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139,095	12	100	—	—	—	—	—	
30 Sep. '67	10.24	49	—	42d st. & Grand st. Ferry	1,041,204	748,000	260,000	—	300,963	94,714	5	100	—	—	—	—	—	
30 Sep. '67	5.50	—	—	Grand st. & Newtown (W'g)	112,000	170,000	38,000	5,000	74,420	18,783	94	—	—	—	—	—	—	
30 Sep. '67	3.00	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—	—	—	—	—	
30 Sep. '67	8.36	—	—	Greenpoint & Williamsburg	144,000	44,390	100,600	3,900	—	—	—	100	—	—	—	—	—	
30 Sep. '67	10.00	21	3	Harlem Br. Morris' & Ford'n	227,400	96,900	124,000	7,500	68,603	4,578	—	100	—	—	—	—	—	
30 Sep. '67	3.56	—	—	Kingston and Rondout	361,510	191,500	184,000	4,000	27,600	1,520	—	100	—	—	—	—	—	
30 Sep. '67	7.00	17	—	Metropolitan (Brooklyn)	466,295	797,320	167,000	—	92,671	16,881	—	100	—	—	—	—	—	
30 Sep. '67	12.20	38	—	Rochester City & Brighton	278,473	132,400	100,000	7,000	53,296	9,042	—	100	—	—	—	—	—	
30 Sep. '67	11.00	—	—	Second Avenue (N. Y.)	1,250,023	670,000	620,000	210,000	420,564	31,026	100	45	—	—	—	—	—	
30 Sep. '67	8.37	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	135	—	—	—	—	
30 Sep. '67	3.00	100	—	South Brooklyn & Berg St.	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '66	17.50	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,280,000	70,000	1,098,083	260,333	12	100	—	—	—	—	—	—
30 Sep. '65	5.00	—	975	Third Avenue & Fordam	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '66	4.46	—	50,000	Troy and Cohoes	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—	—	—	—	—	
30 Sep. '66	6.50	—	—	Troy and Lansingburg	62,000	50,000	12,000	—	15,850	390	—	—	—	—	—	—	—	
30 Sep. '66	1.75	4	5,949	Westchester	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '66	4.00	—	1,457	West Shore	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '62	5.32	7	—	NEW JERSEY.	32,000	30,000	—	2,000	—	—	—	—	—	—	—	—	—	
31 Dec. '62	5.05	2.50	8	Hoboken and Hudson City	134,400	70,000	60,000	—	17,228	9,986	3	—	—	—	—	—	—	
31 Dec. '62	10.47	150	22	Jersey City & Bergen Point	618,296	287,550	300,000	30,750	124,679	30,566	50	—	—	—	—	—	—	
31 Dec. '62	17.00	5.80	8	Orange and Newark	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '62	—	—	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—	—	—	—	—	
31 Oct. '67	9.23	137	26	Pennsylvania.	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—	—	—	—	—	
31 Oct. '67	1.63	10	2	Easton & South Easton	22,422	24,500	500	4,971	428	2	25	—	—	—	—	—	—	
31 Oct. '67	10.50	—	—	Frankford & Southw'k (Ph.)	138,267	99,035	50,000	11,864	15,786	loss.	—	50	—	—	—	—	—	
31 Oct. '67	16.37	272	40	Germantown	766,491	491,650	200,000	—	285,142	56,995	8	50	35	—	—	—	—	
31 Oct. '67	34.25	867	59	Girard College (Phila.)	642,270	112,245	350,000	20,000	284,514									

NATIONAL AND STATE SECURITIES.

RAILROAD EARNINGS—MONTHLY.

RAILROAD EARNINGS—MONTHLY.													Total.
RAILROAD EARNINGS—MONTHLY.													Total.
Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864 150,713	164,438	166,493	194,962	200,807	206,626	206,512	206,408	201,108	207,223	208,344	228,822	3,228,492	
1865 239,445	347,211	432,340	355,045	472,493	410,800	493,882	506,584	541,431	675,446	634,243	576,336	5,828,335	
1866 475,641	433,279	385,901	412,521	464,507	403,243	466,998	568,580	533,150	599,670	474,056	388,573	5,096,119	
1867 377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,184	360,641	5,167,371	
1868 404,467	393,251	408,847	421,008	—	—	—	—	—	—	—	—	—	
Chicago and Alton :	—	—	—	—	—	—	—	—	—	—	—	—	—
1864 106,850	101,555	104,372	122,084	132,301	145,542	149,187	157,048	170,044	176,910	156,880	153,204	1,673,706	
1865 100,991	154,418	196,503	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,805	252,016	2,770,454	
1866 280,603	275,283	290,063	258,480	322,278	355,270	335,985	402,261	401,280	367,956	307,010	236,924	3,840,092	
1867 226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,088	366,223	323,080	271,247	2,696,153	
1868 243,787	157,832	235,961	282,165	385,610	342,358	354,244	415,982	408,909	426,762	359,102	330,160	3,392,861	
Chicago, Rock Island and Pacific :	—	—	—	—	—	—	—	—	—	—	—	—	—
1864 140,024	130,225	122,512	126,793	144,995	170,037	139,142	160,306	210,729	216,080	196,435	201,134	1,059,287	
1865 158,735	175,482	245,150	186,013	198,679	245,178	224,980	307,874	375,860	324,866	336,617	321,087	2,096,470	
1866 305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,770	3,813,514	
1867 241,395	188,285	267,230	209,099	277,506	306,605	288,226	317,977	400,941	425,474	345,028	260,268	3,466,922	
1868 292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,155,512	
Chicago and Northwestern :	—	—	—	—	—	—	—	—	—	—	—	—	—
1864 278,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,559	716,378	568,400	6,114,566	
1865 641,005	482,164	496,296	466,558	586,823	747,942	702,691	767,508	946,707	932,682	764,671	647,842	7,976,490	
1866 523,566	399,917	523,745	537,619	568,948	925,968	508,524	707,475	1,000,060	1,200,216	1,010,592	712,359	8,299,430	
1867 606,147	574,664	765,398	774,279	895,712	898,357	800,325	1,088,824	1,451,284	1,508,983	1,210,387	918,088	11,532,348	
1868 741,926	800,787	856,611	1,068,959	1,202,786	—	—	—	—	—	—	—	—	
Des Moines Valley :	—	—	—	—	—	—	—	—	—	—	—	—	—
1866 40,129	29,102	37,501	39,600	40,468	39,630	41,212	45,580	65,035	80,588	73,140	50,298	580,271	
1867 49,694	36,098	56,859	59,196	61,447	53,909	53,683	69,018	71,113	81,076	80,987	61,065	736,605	
Erie :	—	—	—	—	—	—	—	—	—	—	—	—	—
1863 845,605	820,949	956,445	948,059	848,783	770,148	731,243	687,002	816,801	965,294	1,024,649	1,065,321	10,460,481	
1864 984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,009	1,234,217	13,429,643	
1865 1,001,007	647,146	1,266,566	1,488,455	1,133,461	1,177,872	1,202,189	1,321,046	1,386,616	1,498,689	1,522,472	1,429,765	15,434,775	
1866 Including Buffalo Division	1,185,746	987,935	1,070,917	1,163,441	1,101,682	1,243,636	1,208,243	1,296,400	1,161,101	1,476,244	1,416,001	1,041,116	14,506,418
1867 Including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,846	14,139,300
1868 1,081,320	—	—	—	—	—	—	—	—	—	—	—	—	
Illinois Central :	—	—	—	—	—	—	—	—	—	—	—	—	—
1863 299,944	271,085	275,643	280,224	224,687	407,992	243,929	511,305	478,576	496,433	437,679	424,531	4,571,028	
1864 327,900	416,588	459,762	420,797	466,873	510,100	423,578	460,179	799,236	601,391	657,141	608,402	6,326,447	
1865 571,535	528,972	616,065	516,608	490,573	617,682	578,463	747,469	739,736	614,589	643,887	518,088	7,181,208	
1866 608,063	505,266	505,466	411,005	569,260	567,679	480,626	578,283	571,348	601,971	588,219	504,066	6,546,741	
1867 647,120	524,871	417,071	404,271	477,027	516,493	526,242	709,327	758,580	823,901	727,810	615,329	7,160,992	
1868 519,855	488,089	409,649	467,754	—	—	—	—	—	—	—	—	—	
Marietta and Cincinnati :	—	—	—	—	—	—	—	—	—	—	—	—	—
1865 96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058	
1866 90,411	85,447	84,351	81,181	96,388	103,873	98,043	106,921	104,866	113,504	112,952	123,902	1,201,239	
1867 94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,718	121,217	142,823	132,387	123,383	1,236,971	
1868 92,433	81,559	98,482	105,461	—	—	—	—	—	—	—	—	—	
Michigan Southern & Northern Indiana :	—	—	—	—	—	—	—	—	—	—	—	—	—
1863 248,784	230,506	557,227	268,613	254,985	241,236	189,145	238,012	308,108	375,567	332,260	348,018	8,302,548	
1864 256,600	304,445	388,454	338,276	271,553	265,780	285,891	386,862	402,219	407,107	448,984	411,800	4,120,152	
1865 362,990	366,361	413,974	365,190	361,489	337,096	301,613	418,575	486,809	524,700	466,072	351,799	4,826,721	
1866 312,846	277,234	412,715	413,970	418,024	384,684	388,858	384,401	429,177	496,655	429,546	352,218	4,650,838	
1867 306,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,371	429,785	350,084	4,663,808	
1868 362,021	388,336	381,497	455,983	400,486	—	—	—	—	—	—	—	—	
Michigan Central :	—	—	—	—	—	—	—	—	—	—	—	—	—
1863 242,073	245,856	236,482	238,496	236,453	206,221	193,328	215,449	308,108	375,488	339,794	306,186	3,168,065	
1864 252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	404,446	410,802	406,510	376,470	3,970,946	
1865 306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,681	490,694	447,670	328,870	4,530,550	
1866 282,439	265,796	337,158	343,737	366,196	335,083	324,956	359,646	429,181	493,640	414,604	308,669	4,260,116	
1867 304,096	288,661	375,210	382,783	333,952	284,977	313,021	398,902	464,778	506,290	412,904	320,375	4,371,072	
1868 343,516	304,318	326,880	416,758	—	—	—	—	—	—	—	—	—	
Milwaukee and St. Paul :	—	—	—	—	—	—	—	—	—	—	—	—	—
1867 340,511	301,275	262,039	316,389	—	—	—	—	—	—	—	—	—	—
1868 368,487	350,384	338,281	425,629	—	—	—	—	—	—	—	—	—	—
New York Central :	—	—	—	—	—	—	—	—	—	—	—	—	—
1862 749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	802,744	1,018,375	988,228	1,002,798	9,663,244	
1863 920,272	790,167	867,500	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,046,401	1,157,518	11,060,853	
1864 921,831	936,587	659,023	1,106,664	1,024,435	1,029,736	1,055,703	1,273,117	1,450,076	1,227,113	1,187,508	1,116,829	13,357,709	
1865 957,669	613,381	965,656	1,246,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,436,356	1,117,553	14,765,128	
1866 1,086,260	986,887	1,128,745	1,190,491	1,170,415	1,084,533	1,155,461	1,226,911	1,480,529	1,530,518	1,311,108	936,867	14,143,216	
1867 901,571	845,563</td												

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest.				Description.	Amount	Interest.	Interest.						
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.			
Florida, Atlantic and Gulf Centr.	\$300,000	7			1891	---	Memphis and Charleston	41,595,550	6	Jan. & July.	New York.	1892	---			
Internal Improvement (State)	200,000	8			1891	---	State (Tenn.) Loan	1,264,000	7	May & Nov.	"	1890	---			
Free Land, 2d Mortgage	200,000	8					1st Mortgage	1,000,000	7	Jan. & July.	"	1885	70			
Galena and Chicago Union:							2d Mortgage									
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101	Michigan Central:									
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	99	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	---			
Elgin and State Line	189,000	7	Jan. & July.	"	1879	---	1st Mortgage \$15 (convertible)	500,000	8	March & Sept.	"	1869	---			
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884	---	1st Mortgage (convert.) Dollar	1,777,000	8	"	N.Y. & Boston	1869	110			
Great Western, Ill.:							1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	"	1882	113			
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	100	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	113			
" Eastern	45,000	7	Feb. & Aug.	"	1888	---	Mich. Southern and N'n Indiana:									
1st Mortgage whole line	2,500,000	7	"	"	1888	88	Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	---			
2d Mortgage	2,500,000	7	May & Nov.	"	1893	70	Goshen Air Line	637,000	7	Feb. & Aug.	"	1868	97			
Hannibal and St. Joseph:							Detroit and Toledo	924,000	7	"	"	1876	95			
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	1878-79	89	1st General Mortgage (S. F.)	4,785,000	7	May & Nov.	"	1885	100			
Land Security	3,344,000	7	April & Oct.	"	1881	96	2d General Mortgage	2,989,000	7	"	"	1877	98			
Convertible Bonds	822,000	7	Jan. & July.	"	1885	100	Milwaukee and St. Paul:									
Harrisburg and Lancaster:							1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1868	95			
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia	1883	91	2d Mortgage	1,500,500	7	April & Oct.	"	1884	90			
Hartford and New Haven:							Real Estate Purchase	135,500								
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and Prairie du Chien:									
Housatonic:							1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	94			
1st Mortgage	202,500	6	Jan. & July.	Bridgeport	1877	---	Minnesota and Pacific:	1,200,000	7	Jan. & July.	"	1892	61			
Houston and Texas Central:							Real Estate									
State (1st Lien) Loan	210,000						Mississippi Central:									
Hudson River:							1st Mortgage	1,246,000	7	May & Nov.	New York.					
1st Mortgage	125,000	7					2d Mortgage	1,517,000	8	Feb. & Aug.	"					
2d Mortgage (S. F.)	4,000,000	7	Feb. & Aug.	New York.	1899-70	102	Mississippi Central and Tenn.:									
3d Mortgage	2,000,000	7	June & Dec.	"	1885	106	State (Tenn.) Loan	529,000	8							
Convertible	1,840,000	7	May & Nov.	"	1875	101	Mississippi and Missouri:									
	1,002,000	7	"	"	1867	101	1st Mortgage (convertible)	1,000,000	7		New York.					
Illinois Central:							2d Mortgage (S. F.)	400,000	8		"					
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	---	1st Land Grant	3,612,000	7		"					
Construction	5,090,500	7	April & Oct.	London.	1875	---	Mobile and Ohio:									
Construction	2,499,000	6	"	New York.	1875	115	Tennessee State Bonds	1,000,100	6	Jan. & July.	New York.	1882	---			
Redemption bonds	2,563,000	6	"	"	1890	---	Sterling (1st mort.) Bonds	4,187,000	8	"	London.					
Sterling Redemption bonds	363,000	7	"	London.	1875	---	Bonds	100,000	6	Jan. & July.	Mobile.					
Illinois and Southern Iowa:							Bonds	299,200	7	"	N. Y. & Moh.	1861				
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Bonds	625,700	8	"	Mobile.	182-85				
Indiana Central:							ten years	75,342	8	"	"					
2d Mortgage	261,000	10	Jan. & July.	New York.	1870	100	Montgomery and West Point:									
Indianapolis and Cincinnati:							Mortgage (due 1868 and '65)	39,500	6							
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	Mortgage	61,500	8							
Ind. Pittsburgh and Cleveland:							Bonds	100,000	6	Jan. & July.	London.					
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	---	Bonds	299,200	7	"	Mobile.					
2d Mortgage	347,000	7	"	"	1870	---	Bonds	639,500	8	"	N. Y. & Moh.	1861				
Indianapolis and Madison:							Morris and Essex:									
Mortgage	640,000	7	May & Nov.	New York.	1881	85	1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100			
Jeffersonville:							2d Mortgage	1,500,000	7	Feb. & Aug.	"	89				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Muscogee:									
2d Mortgage	392,000	7	April & Oct.	"	1873	66	1st Mortgage	249,000	7							
Joliet and Chicago:							Nashville and Chattanooga:									
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	Mortgage (State endorsed)	1,500,000								
Joliet and N. Indiana:							Naugatuck:									
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	---	1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport	1876	---			
Kennebec and Portland:							New Albany and Salem:	2,235,000	6							
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	---	1st Mortgage	200,000	6	Jan. & July.	New Haven.	1888	91			
2d Mortgage	230,000	6	"	"	1861	---	2d Mortgage	116,000	6	May & Nov.	"	1878	---			
Kentucky Centr. (Cov. and Lex.)							Extension	500,000	6	Jan. & July.	New Haven.	1889	---			
1st Mortgage	160,000	6					1st Mortgage	103,000	6							
1st Mortgage	260,000	7					1st Mortgage (H. & Hamp.)	350,000	6	Jan. & July.	"					
2d Mortgage (convertible)	1,000,000	7					New Haven and Northampton:									
Lehigh Valley:							1st Mortgage	500,000	6	Jan. & July.	New Haven.	1869	---			
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia	1873	96	1st Mortgage	116,000	6							
La Crosse and Milwaukee:							1st Mortgage	500,000	6	Jan. & July.	New Haven.	1869	---			
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	---	1st Mortgage	103,000	6							
Lackawanna and Bloomsburg:							1st Mortgage (H. & Hamp.)	350,000	6	Jan. & July.	"					
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia	1881	---	New Jersey:									
Lexington and Frankfort:							Company's (various)	350,000	6	Semi-ann'yly.	New York.	var.				
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	1876-77	---	New London Northern:									
Little Miami:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100			
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100	Extension Bonds	72,500	6	March & Sept.	"	1885	---			
Long Island:							N. Orl'ns, Jackson and Gt. North:									
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	92	1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	---			
1st Mortgage	500,000	6	"	"	1870	---	2d Mortgage Bonds	241,000	7							
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890	---	N. Orl'ns, Opelousas, and Gt. West:									
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	---	Louisiana State Loan	850,000	6							
Long Dock Co.:							New Orleans City Subsription	1,500,000	5							
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98	1st Mort. Construction	1,730,600	8							
Louisville and Frankfort:							New York Central:									
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	---	Premium (S. F.) Bonds	6,189,954	6	May & Nov.	New York.	1883	95			
1st Mortgage	120,000	6	"	"	1882	---	Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	104			
1st Mortgage	1,594,000	7	Feb. & Aug.	New York.	1882	97	Exchanged Stks (S. F.) Bds.	694,000	6	May & Nov.	"	1883	---			
Lebanon Branch 1st Mortgage	600,000	7					" B. & N. F.	77,000	6	"	"	1883	---			
Memphis Branch 1st Mortgage	267,000	7					Real Estate (S. F.) Bonds	165,000	6	"	"	1883	---			
Bardstown and Louisville	30,000	7					Real Estate Bonds & Mortgages	121,315	7	var.	"	1883	---			
City of Louisville bonds	1,074,000						Bonds of Aug. 1859, Convertible	45,550	6	"	"	1883	---			
Louisville, Cin. and Lexington:							Bonds of Oct. 1863, (S. F.)	458,000	7	Feb. & Aug.	"	1876	127			
1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July.	New York.	1897	36	2,900,000	6	June & Dec.	"	1887	97				
Maine Central:							New York and Erie									
Loan \$1,100,000	1,092,900	5					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104			
Loan \$400,000	314,100	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	101			
McMinnville and Manchester:							3d Mortgage	6,000,000	7	"	"	1883	96			
State (Tenn.)	372,000	6					4th Mortgage	4,411,000	7	April & Oct.	"	1880	90			
Mortgage	24,000	7					5th Mortgage	926,500	7	June & Dec.	"	1888	90			
Marietta and Cincinnati:							Buffalo Branch	126,400	7	Jan. & July.	"	1891	---			
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	97	Sterling Bonds	3,875,520								

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Description	Amount	Interest	Interest			Description	Amount	Interest	Interest			Due	
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.		
North Carolina:													
Mortgage Loan	\$839,000	8	Mar. & Sept.	-----	1867	---	Bidmond and Danville:	200,000	7	April & Oct.	Richmond,	1855-76	
North-Eastern (S. C.):							Guaranteed by State	423,000	7	Feb. & Aug.	Richmond,	1875	
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	---	Mortgage (Coupon)	504,000	7	"	"	68	
2d Mortgage	145,000	7	"	"	1868	---	Mortgage (Registered)	7	"	"	"	68	
Prsf. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	---	Richmond and Petersburg:	180,500	7	June & Dec.	Petersburg,	1875	
Northern Central:							Mortgage bonds	175,000	8	March & Sept.	Petersburg,	1870	
Md. State Loan (Irredeemable)	1,500,000	8	Ja. Ap. Ju.Oc.	Baltimore.	1870	95	Mortgage Bonds	Rome, Watertown and Ogdensb.:	530,000	7	June & Dec.	New York.	1891
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871	---	1st Mortgage (S. F.)	1,800,000	7	Feb. & Aug.	Boston.	1883	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	94	2d Mortgage	937,500	7	"	"	1883	
Y. and C. Guar. by Balt. 3d Mort.	800,000	6	"	"	1877	84	3d Mortgage	440,000	7	"	"	1883	
Northern Central, 2d Mort.	2,800,000	6	Jan. & July.	"	1886	84	Sacramento Valley:	400,000	10	Jan. & July.	New York.	1875	
North. Cen. 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900	55	1st Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							2d Mortgage	981,000	7	Feb. & Aug.	-----	8	
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92	Sandusky, Dayton and Cincinnati:	148,000	7	---	1900	7	
Chattel Mortgage	360,000	10	"	"	1887	110	1st Mortgage	75,972	6	---	1875	10	
Northern (N. H.):							3d Mortgage	1,250,000	7	Jan. & July.	New York.	1886	
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	Six per cent	210,000	7	---	1880	11	
Norwich and Worcester:							1st Mortgage	71,000	7	---	1870	11	
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	---	3d Mortgage	128,893	7	---	1873	11	
Bonds for Dividend Scrip.	59,000	7	"	New York	1874	---	Registered Convertible	187,000	6	---	1868	11	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'83-'70	---	South Carolina:	284,500	6	Jan. & July.	1868	11	
Ohio and Mississippi:							State Loan	643,500	7	Feb. & Oct.	1868	11	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	96	Domestic Bonds	2,012,994	5	Jan. & July.	1886	11	
1st Mortgage—Western	850,000	7	"	"	1872	---	Domestic Bonds	273,167	5	Jan. & July.	1886	11	
2d Mortgage—Western	750,000	7	"	"	1874	---	Sterl. Skg l'd b'ds after Jan. 1, '70	1,250,000	7	Jan. & July.	1886	11	
Orange and Alexandria:							Do. do. do.	180,000	7	---	1886	11	
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---	Southern Mississippi:	500,000	7	---	1886	11	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875	---	1st Mortgage	437,000	7	---	1886	11	
2d Extension	870,500	8	May & Nov.	"	1873	70	South-Western (Ga.):	1,500,000	7	Jan. & July.	1870	10	
Ogdensburg & Lake Champlain:							1st Mortgage	1,400,000	7	April & Oct.	New York.	1876	
1st Mortgage	1,267,100	7	April & Oct.	Boston.	1869	100	2d Mortgage	1,100,000	7	Jan. & July.	1876	10	
Oswego and Syracuse:							3d Mortgage	1,400,000	7	May & Nov.	1876	10	
1st Mortgage	366,000	6	Jan. & July.	Oswego.	'70-'80	---	Registered Convertible	1,700,000	7	---	1876	10	
Pacific (Mo.):							St. L. Jackson, and Chicago:	1,372,000	7	April & Oct.	New York.	1894	
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'83-'70	88	1st Mortgage	120,000	8	March & Sept.	1892	11	
Panama:							2d Mortgage	700,000	7	Jan. & July.	1892	11	
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	---	3d Mortgage	1,200,000	7	June & Dec.	1892	11	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	---	1st Mortgage	1,800,000	7	June & Dec.	1894	11	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---	2d Mortgage	1,100,000	7	Jan. & July.	1894	11	
Peninsular:							3d Mortgage	1,400,000	7	May & Nov.	1894	11	
1st Mortgage	1,075,000	7	March & Sept.	New York.	1868	90	Income (series E)	1,700,000	7	---	1894	11	
Pennsylvania:							St. L. Jackson, and Chicago:	900,000	7	Feb. & Aug.	New York.	1894	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103	1st Mortgage	120,000	8	March & Sept.	1892	11	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98	2d Mortgage	700,000	7	Jan. & July.	1892	11	
2d Mortgage Sterling	2,285,840	6	"	London.	1875	98	3d Mortgage	1,200,000	7	June & Dec.	1892	11	
State Works Bonds	6,700,000	6	Jan. & July.	Harrisburg.	1894	102	1st Mortgage	1,800,000	7	June & Dec.	1894	11	
Penobscot and Kennebec:							2d Mortgage	900,000	7	Feb. & Aug.	New York.	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	---	3d Mortgage	1,400,000	7	May & Nov.	1894	11	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	---	Income (series E)	1,700,000	7	---	1894	11	
Peterb'g and Lynch'b'g (S. Side):							St. L. Jackson, and Chicago:	900,000	7	Feb. & Aug.	New York.	1894	
1st Mortgage (70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	---	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72	---	2d Mortgage	1,400,000	7	April & Oct.	New York.	1876	
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68	---	3d Mortgage	1,100,000	7	Jan. & July.	Philadelphia.	1876	
Last Mortgage (1865 to 1869)	42,000	8	"	"	'63-'69	---	1st Mortgage	1,400,000	7	May & Nov.	1876	11	
Phila., Germantown and Norristown:							2d Mortgage	1,400,000	7	---	1876	11	
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	---	3d Mortgage	1,372,000	7	Jan. & July.	New York.	1894	
Philadelphia and Erie:							1st Mortgage	2,000,000	7	May & Nov.	Boston.	1861	
1st Mortgage (Sunn. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage	1,500,000	7	Jan. & July.	1867		
1st Mortgage (general)	5,000,000	6	"	"	1881	91	3d Mortgage	924,905	6	Jan. & July.	Boston.	1883	
2d Mortgage	8,000,000	7	"	"	1885	50	Income (series E)	1,800,000	7	June & Dec.	New York.	1894	
3d Mortgage	4,000,000	6	"	"	1901	---	St. L. Jackson, and Chicago:	1,372,000	7	April & Oct.	New York.	1894	
Philadelphia and Reading:							1st Mortgage	2,000,000	7	May & Nov.	Boston.	1861	
Bonds of 1866, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	---	2d Mortgage	1,500,000	7	Jan. & July.	1867		
"	1849,	6	2,566,600	6	April & Oct.	1870	102	3d Mortgage	924,905	6	Jan. & July.	Boston.	1883
"	1861,	6	106,000	6	Jan. & July.	1871	96	Income (series E)	1,800,000	7	---	1894	11
"	1843,	6	1,525,500	6	Jan. & July.	1880	94	St. L. Jackson, and Chicago:	924,905	6	Jan. & July.	1894	11
"	1844,	6	804,000	6	"	1880	94	1st Mortgage	1,500,000	7	Jan. & July.	1894	11
"	1845,	6	101,000	6	"	1880	94	2d Mortgage	1,500,000	7	May & Nov.	1894	11
"	1849,	6	67,000	6	"	1880	94	3d Mortgage	1,500,000	7	---	1894	11
"	1857,	6	171,500	6	"	1886	96	Income (series E)	1,800,000	7	May & Nov.	1894	11
"	1860,	7	283,000	7	"	"	St. L. Jackson, and Chicago:	1,372,000	7	---	1894	11	
Phila., Wilmington and Baltimore:							1st Mortgage	1,800,000	7	---	1894	11	
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97	2d Mortgage	1,500,000	7	---	1894	11	
Pittsburg and Connellsburg:							3d Mortgage	924,905	6	---	1894	11	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	Income (series E)	1,800,000	7	---	1894	11	
Pittsburg, Ft. Wayne and Chicago:							St. L. Jackson, and Chicago:	924,905	6	---	1894	11	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106	1st Mortgage	1,500,000	7	Jan. & July.	1894	11	
" (series B)	875,000	7	Feb. & Aug.	"	1912	106	2d Mortgage	1,500,000	7	May & Nov.	1894	11	
" (series C)	875,000	7	Mar. & Sept.	"	1912	106	3d Mortgage	1,500,000	7	---	1894	11	
" (series D)	875,000	7	April & Oct.	"	1912	106	Enlarged Mortgage	1,500,000	7	---	1894	11	
" (series E)	875,000	7	May & Nov.	"	1912	106	Warren (N. J.):	494,000	6	Jan. & July.	New York.	1872	
" (series F)	875,000	7	Jun. & Dec.	"	1912	106	1st Mortgage	23,500	6	---	1872	2	
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	99	2d Mortgage	314,500	6	---	1872	2	
" (series H)	860,000	7	Feb. & Aug.	"	1912	99	3d Mortgage	598,300	6	---	1872	2	
" (series I)	860,000	7	Mar. & Sept.	"	1912	99	Enlarged Mortgage	121,227	6	---	1872	2	
" (series K)	860,000	7	April & Oct.	"	1912	99	Warren (N. J.):	600,000	7	Feb. & Aug.	New York.	1875	
" (series L)	860,000	7	May & Nov.	"	1912	99	1st Mortgage	85,000	7	April & Oct.	New York.	1880	
" (series M)	860,000	7	June & Dec.	"	1912	99	2d Mortgage	100,000	7	March & Sept.	New York.	1880	
2d Mortgage	2,000,000	7	April.	"	1912	99	3d Mortgage	100,000	7	---	1880	2	
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	---	Enlarged Mortgage	121,227	6	---	1880	2	
Pittsburg and Steubenville:							Warwick Valley, N. Y.:	600,000	7	---	1880	2	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.										
	Main Line.	Laterals and Branch Lines	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.	Companies.		Property and Assets.		Liabilities.		Total, incl. all other assets and liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.		Price of		
	M.	M.	M.	M.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	M.	M.	Gross.	Net.	Dividends.	Price of					
10 Jun. '60	65.0	—	50.6	—	—	—	Alabama and Florida	1,451,336	*	—	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,886	—	—	—	—	—	—		
22 Feb. '60	30.3	—	58.1	2	2	19	Alabama and Mississippi	461,506	30,991	—	—	336,910	109,500	21,082	518,906	30.8	—	56,791	31,862	—	—	—	—	—	—		
11 May '60	109.6	—	57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906	—	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—	—	—	—	—		
10 Jun. '59	57.0	—	171.8	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	—	57.0	236,791	76,773	31,000	—	—	—	—	—		
11 Dec. '55	469.3	18.5	49.4	21	20	263	Mobile and Ohio	9,255,002	2,189,562	—	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	—	—	—	—	—		
22 Feb. '67	88.5	28.4	—	21	12	123	Montgomery and West Point	2,436,420	3,08,967	315,199	1,644,104	1,130,700	288,761	3,043,586	116.9	170,707	449,007	189,402	—	—	—	—	—	—			
1 Nov. '58	38.5	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	—	361,524	446,000	10,725	811,949	—	—	—	—	—	—	—	—	—	—		
10 Dec. '60	22.5	—	—	—	—	—	Sacramento Valley	1,498,850	*	—	—	798,860	700,000	—	1,498,850	22.5	—	230,251	104,894	—	—	—	—	—	—		
11 July '65	23.8	—	1.9	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	—	306,900	100,000	—	—	23.8	53,365	103,333	26,249	8	—	—	—	—	—		
11 Jan. '66	122.4	—	17.7	75.1	18	20	310 Hartford, Provid. and Fishkill	3,902,356	302,511	—	—	2,037,940	1,936,740	—	—	122.4	319,433	644,726	166,189	—	—	—	—	—	—		
11 Aug. '67	61.4	10.2	66.9	25	42	434	Hartford and New Haven	2,288,832	254,000	1,403,095	3,000,000	927,000	104,188	4,946,027	75.2	546,118	1,685,334	592,238	12	174	—	—	—	—	—	—	
11 Dec. '65	57.0	—	2.0	8	11	261	Housatonic	2,420,775	—	347,819	2,000,000	220,500	150,848	2,787,594	124.0	192,989	478,095	55,463	—	66	—	—	—	—	—	—	
28 Feb. '66	60.0	—	2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040	—	—	—	1,100,000	296,000	—	—	62.0	159,074	419,469	136,922	10	—	—	—	—	—	—	
30 Nov. '67	98.0	8.8	10.0	5	3	33	New Haven and Northampton	2,551,142	—	—	—	738,588	766,000	—	—	67.143	108.	—	2	—	—	—	—	—	—		
30 Nov. '67	100.0	—	15	13	8	316	New London Northern	1,402,267	—	175,843	908,906	6,000,000	1,072,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	161	—	—	—	—	—	—
31 Mar. '67	61.3	1.0	63.8	25	68	410	New York and New Haven	2,677,811	1,021,673	642,862	2,365,600	9,172	5,380,357	66.4	364,521	680,438	204,086	8	94	—	—	—	—	—	—		
30 Nov. '67	59.4	7.0	9.5	20	19	491	Norwich and Worcester	2,463,983	149,711	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '62	84.8	—	10.7	—	—	—	Delaware	1,552,257	—	—	—	406,182	870,000	271,877	1,607,084	84.3	126,631	138,970	41,466	—	—	—	—	—	—	—	
31 Oct. '62	16.2	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,835	744,520	—	5,024	749,644	5.0	—	27,283	10,290	9	—	—	—	—	—	—	—	
30 Apr. '62	154.2	—	150	—	—	—	Florida	632,791	30,586	—	—	191,486	195,000	75,894	619,112	32.0	—	1,807	3,535	—	—	—	—	—	—	—	
30 Apr. '60	32.0	—	3.0	18.0	3	1	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '62	59.9	—	5.0	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '62	100.0	8.9	10.0	163.5	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Jun. '67	86.7	—	8.7	70.9	18	6	Atlanta and West Point	1,200,079	*	145,554	—	1,232,200	35,500	66,575	1,346,032	86.7	—	391,477	68,880	8	—	—	—	—	—	—	
30 Jun. '67	92.6	—	—	—	—	—	Atlanta and Gulf-M. Trunk	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '60	65.0	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	—	733,700	129,500	—	—	52.0	—	168,988	95,612	—	—	—	—	—	—	—	
30 Apr. '60	43.5	—	23.7	—	—	—	Braswiek and Florida	755,000	—	—	—	151,387	—	—	—	51.0	—	—	—	—	—	—	—	—	—	—	
30 Nov. '66	191.0	71.0	49	21	501	—	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,866,300	786,000	188,940	6,686,956	299.0	—	1,734,749	359,214	—	—	—	—	—	—	—		
31 Mar. '67	67.0	71.0	46	26	407	—	Georgia (and Bank)	4,156,000	—	1,993,361	4,156,000	386,000	241,582	7,176,241	242.0	—	1,180,142	246,556	8	—	—	—	—	—	—		
30 Nov. '67	102.5	—	19	16	171	—	Macon and Western	1,500,000	—	—	—	—	—	12,295	1,685,976	102.5	226,241	404,618	212,076	19	—	—	—	—	—	—	
31 July '58	50.0	—	7	2	107	—	Muscogee	774,244	162,534	—	—	639,950	249,000	—	—	1,026,888	50.0	—	202,714	110,616	8	—	—	—	—	—	
1 May '58	68.1	—	3	4	33	—	Savannah, Albany and Gulf	1,386,634	52,374	—	—	1,275,901	10,200	180,621	1,478,140	71.6	—	—	—	—	—	—	—	—	—		
31 July '67	106.1	100.5	16.2	19	20	267	South Western	3,388,131	414,195	53,395	—	2,902,900	437,000	146,067	3,865,721	228.8	306,335	1,006,953	332,561	8	—	—	—	—	—	—	
30 Sep. '67	188.0	52.4	52	24	705	—	Western and Atlantic	5,901,497	*	—	—	—	—	—	built and equipped by G.	138.0	—	—	—	—	—	—	—	—	—	—	
31 Dec. '67	280.0	—	72	34	1,321	—	Chicago and Alton	10,276,604	*	1,306,708	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,966	3,892,861	1,743,733	10	130	—	—	—	—	—	—	
30 Apr. '67	83.0	47.0	119	55	2,438	—	Chicago, Burlington and Quincy	13,246,711	2,956,327	2,758,986	10,399,010	5,458,250	385,542	18,967,024	400.0	2,421,506	6,146,862	2,768,463	20	151	—	—	—	—	—	—	
31 May '67	491.0	60.4	30.0	248	5,556	—	Chicago and Northwestern	41,871,570	—	3,992,752	28,021,021	16,261,500	1,128,476	45,864,322	115.2	—	10,161,735	2,226,967	704	—	—	—	—	—	—		
31 Mar. '67	181.5	181.5	42.1	92	1,800	—	Chicago, Rock Isl. and Pacific	13,813,822	—	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.8	1,621,307	8,674,034	1,413,999	10	171	—	—	—	—	—	—	
31 May '67	174.5	5.8	14.3	21	22	204	Great Western	4,039,561	—	—	—	1,945,361	2,350,000	—	4,154,342	180.0	—	742,097	377,476	—	—	—	—	—	—		
31 Dec. '67	454.8	262.5	—	150	150	262	Illinois Central	31,328,472	—	10,233,807	23,151,780	10,544,500	41,562,280	28,765,216	108.0	3,765,216	7,160,902	3,512,336	10	150	—	—	—	—	—	—	
31 Dec. '67	111.0	—	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	5,676,116	2,878,000	229,004	7,136,269	111.0	297,509	754,463	187,066	10	150	—	—	—	—	—		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Yrs. pending.	Main Line.	Railroad.		Equipment.		Companies.	Abstract of Balance Sheet.								Earnings.					
		1st Track and Branch Lines.	2nd Track and Branch Lines.	Engines.	Cars.		Railroad and Appurten- ances.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and lia- bilities.	Road operated, incl. road leased, etc.	Gross.	Dividends.	Price of shares.					
		M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	p. c.					
30 Nov. '62	55.0			6	4	74														
30 Jun. '63	149.0	25.0		41	17	349	Androscoggin	1,050,000	151,833	444,638	205,584	757,581	86.5	76,344	19,761	43,461	31			
31 Dec. '63	52.0	9.5	8.0	12	11	120	Atlantic and St. Lawrence	7,654,089	2,494,000	3,471,580	1,986,870	7,952,230	149.0	878,373	1,116,123	177,873	31			
31 May. '64	98.7	9.5		13	15	238	Portland and Kennebec	3,000,000	1,000,000	2,000,000		3,000,000	109.5	309,481	612,118	177,423	31			
31 May. '64	51.5			14	4	157	Maine Central	4,212,201	57,091	1,447,000	1,733,800	120,597	4,301,467	109.2	171,568	489,592	219,302	31		
31 May. '64	51.5						Portland and Portsmouth	1,360,184	498,485	1,500,000		1,585,669	91.3	227,394	529,325	250,825	31			
30 Sep. '64	270.0	7.2		243	164	8,549														
30 Sep. '64	30.0						Baltimore and Ohio	21,456,821	8,621,755	18,010,717	1,090,221	16,151,962	9,756,011	40,083,124	286.8	3,798,323	10,986,706	4,437,983	10	
31 Dec. '64	134.0	4.0	25.0		99	56	4,190	1,660,000	1,660,000			1,660,000	2,358,018	39.0	584,848	916,286	580,992	10		
31 Dec. '64	134.0	4.0	25.0				Northern Central	9,667,416	1,648,096	1,747,641	4,648,900	5,764,500	18,063,151	326.0	3,890,868	1,212,159	8	44		
30 Nov. '67	111.0	19.5	0.8	269.5	18	12	176													
30 Nov. '67	26.0	1.8	45.4	27	28	707	Boston and Lowell	2,470,254	183,845	545,047	1,981,500	2,198,584	2,198,584	2,198,584	71.0	326,671	978,068	234,864	31	
30 Nov. '67	74.3	8.8	54.7	62	67	929	Boston and Maine	4,087,397	627,717	337,157	4,076,974	5,059,301	147.8	858,737	1,603,167	481,471	10			
30 Nov. '67	47.0	7.0	46.0	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3,360,000	3,759,367	61.8	448,521	1,066,147	277,308	10			
30 Nov. '67	44.6	24.0	66.6	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	6,114,616	68.6	783,666	1,942,500	781,421	10			
30 Nov. '67	48.0	1.1	2.7	7	12	111	Cape Cod Branch (par 60)	495,761	86,884	66,982	721,926	6,184	1,098,564	41.7	38,388	197,981	61,251	6		
30 Nov. '67	50.0	3.4	12.3	14	27	226	Connecticut River	1,747,155	150,816	309,512	1,700,000	250,000	534	2,246,483	58.4	288,750	629,166	169,164	8	
30 Nov. '67	44.1	50.4	36.4	41	70	699	Fitchburg	4,616,276	622,834	415,090	8,888,300	1,770,400	663,200	4,060,280	92.5	505,332	1,101,444	384,744	6	
30 Nov. '67	18.9	3.9	3	3	40	40	Fitchburg and Worcester	293,658	40,226	2,000	25,421	323,884	13.9	36,195	90,295	18,346	5			
30 Nov. '67	12.8	2.8	2	3	21	21	Lowell and Lawrence	332,884	30,274	5,845	200,000	78,000	2,160	868,608	0 b. y B. & L.	21,780	17,988	1		
30 Nov. '67	14.6	1.0	1.0	12	13	232	Nashua and Lowell	678,919	81,122	720,000	15,030	855,725	74.8	381,529	440,241	74,676	10			
30 Nov. '67	20.1	1.5	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	74,000	674,000	21.6	76,756	182,954	43,001	8		
30 Nov. '67	180.5	10.5	32.8	34	59	387	Old Colony and Newport	6,214,284	596,806	906,677	4,848,320	2,870,000	128,060	7,618,306	141.0	326,061	1,381,065	356,810	6	
30 Nov. '67	18.6	1.4	1	1	2	1	Pittsfield and North Adams	411,826	81,852	450,000		450,000	450,000	450,000	63.6	50,080	108,894	27,782	1	
30 Nov. '67	43.4	1.0	10.0	19	17	652	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	5,000	1,821,429	44.4	321,866	702,946	160,429	10		
30 Nov. '67	16.9	1.7	3	3	18	198	Salem and Lowell	381,470	82,543	6,079	243,305	226,900	486	470,692	0 b. y B. & L.	17,500	16,688	11		
30 Nov. '67	11.1	0.6	1.6	4	8	85	Taunton Branch	250,000	43,720	250,000	4,292	293,730	11.7	63,902	217,997	26,845	5			
30 Nov. '67	6.1						Troy and Greenfield	923,942	978,308	978,308				Oper. by Roy. and Boston	7.5	461,424	62,594	14		
30 Nov. '67	69.3	8.0	5.5	12	12	186	Vermont and Massachusetts	2,250,086	207,343	93,908	2,860,000	550,345	2,527	3,500,337	77.3	199,128	1,840,291	4,086,707	10	
30 Nov. '67	156.1	17.5	184.2	103	53	1,820	Western (incl. Alb. & W. B. etc.)	11,108,521	5,158,640	4,699,622	5,764,520	1,522,300	69,906	1,648,826	45.7	280,847	449,383	161,360	8	
30 Nov. '67	46.7		10.6				Worcester & Nashua	1,352,587	169,613	126,626								114		
31 Mar. '67	95.5		6.2	14	10	232	Boston, Concord and Montreal	2,850,000	481,345	1,799,000	1,050,000	30,974	3,281,345	93.5	467,714	147,122	80	1		
30 Nov. '67	68.0		8.0	21	15	271	Cheeshire	2,682,307	428,012	280,780	2,085,925	672,200	2,970,087	63.6	433,650	688,551	128,462	3		
31 Dec. '67	34.5			28	20	470	Central (par 450)	1,500,000	148,924	1,500,000			1,746,886	121.4	560,024	941,321	146,888	9		
31 Mar. '67	26.9		2.8	2	2	2	Manchester & Lawrence	825,000	175,000	1,000,000			1,000,000	Oper. by Concord	97,926	9	130	8		
31 Mar. '67	19.3		1.0				Manchester and Northw. ear.	600,000		200,000			600,000	Oper. by C. & N.	50,267	48,317	8	8		
31 Mar. '67	69.2	13.0	12.5	24	23	455	Northern New Hampshire	3,068,400	*	606,862	8,068,400	145,400	3,674,262	82.2	352,540	651,301	242,998	8		
31 Dec. '67	64.2	8.9	20	18	787	Belvidere Delaware	3,673,040	*	996,250	2,245,000	542,668	3,788,917	79.2	263,040	595,278	168,185	1			
31 Dec. '67	61.2	42.4	81.0	74	98	201	Camden and Amboy	10,009,001	4,881,251	7,987,418	10,182,137	18,169,565	124.2	3,508,551	781,801	10	129			
31 Dec. '67	60.2	4.7	8	8	93	93	Camden and Atlantic	2,137,423	*	1,103,043	1,034,380	127,871	2,266,294	66.2	326,497	147,928	69	1		
31 Dec. '67	75.0	98.0	71	87	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,765,000	15,000,000	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10			
31 Dec. '67	81.5	0.2	61.0	42	48	692	Morris and Essex	7,965,596	2,498,012	1,018,617	3,618,350	3,647,437	1,518,498	87.7	827,528	1,382,840	164,547	13		
31 Dec. '67	38.8	33.8	38	87	70	211	New Jersey	4,074,793	868,314	3,024,424	6,000,000	1,382,614	507,627	677,201	1,866,393	846,150	10			
31 Dec. '67	21.8	3.0	5	18	29	29	Northern New Jersey	495,044	*	159,100	300,000	300,000	62,149	496,044	328,866	48,409	8			
31 Dec. '67	66.0	16.0	16.0	32	142	1,022	Hudson River	11,484,602	16,018,602	9,881,500	16,188,000	1,188,100	5,260,662	5,260,662	5,111,800	1,886,047	8			
30 Sep. '67	144.0	55.0	50.0	24	40	168	Long Island	8,646,820	560,000	8,000,000	825,000	8,000,000	825,000	4,026,820	117.0	366,489	693,016	449,189	45	
30 Sep. '67	297.8	296.0	452.6	29	62	610	New York Central	27,759,528	6,824,877	9,429,180	22,537,200	6,688,879	6,688,879	4,206,820	117.0	602,040	240,240	13,973,514	10,109,801	6
30 Sep. '67	130.8	2.1	45.6	41	71	633	New York and Harlem	10,491,631	1,563,697	1,109,365	6,785,650	6,993,625	37,000	12,816,675	162.9	788,120	2,783,699	1,119,369	8	
30 Sep. '67	118.0	4.0	18.0	36	14	488	Ogdensburg & L. Champlain	4,964,779	1,707,154	3,071,000	1,182,000	6,024,938	122.0	6,024,938	908,645	86,516	68	68		
30 Sep. '67	28.5		2.3				Oswego and Rome	1,000,000		300,000	700,000		1,000,000	Oper. by R.	101,544	83,160	8	8		
30 Sep. '67	36.3		21.3	31	58	559	Rensselaer and Saratoga	1,100,940	159,834	112,820	482,400	573,500	4,875	1,413,094	36.3	101,544	226,000	86,964	6	
30 Sep. '67	174.9																			

AMERICAN RAILROAD JOURNAL.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Land-Grant Railroads are in *italics*.

PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	2,000,000			
Berkshire (guaranteed)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	8	70
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7		
Camden & Atlantic (preferred)	620,900			18
Catawissa (preferred)	1,150,000	7		27
Chemung (guaranteed)	380,000			27
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,825	7		68
Chicago & Alton (preferred)	2,425,400	7	7	130
Chicago & Northwestern (pref.)	14,789,125	7	7	81
Cochesago (preferred)	177,750	8		
Ct. & Passaic Rivers, (pref.)	1,575,300	10	10	
Cumberland Valley (1st preferred)	241,000	8	8	94
" (2d preferred)	245,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,988,171	7	34	74
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7		86
Harrisburg & Lancaster (guar.)	1,182,100	7		
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebog & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
" (2d pref.)	6,556,125	7	3	28
Michigan S. & N. Indiana (guar.)	4,051,744	7	3	10
Marietta & Cincinnati (1st pref.)	586,800	10	10	140
" (2d pref.)	3,204,296	8	8	104
Mil. & Prairie du Chien (1st pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7		
New Haven & Northampton (guar.)	1,010,000		4	
New York & Harlem (preferred)	1,500,000	8		128
Ningara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guaranteed)	630,000			
Paterson & Ramapo (guaranteed)	248,000			
Peoria & Bureau Valley (guar.)	1,200,000	6		
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000		10	
Pittsfield & North Adams (guar.)	480,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700			
" (preferred)	608,176	6		
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	68
Toledo, Wabash & Western (pref.)	1,000,000	7	7	
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7		
" (2d pref.)	988,400	6	6	46
Troy & Greenbush (guaranteed)	274,400	6	6	
Vermont & Canada, (guaranteed)	1,800,000	8	8	102
Warren (guaranteed)	1,408,300	7	7	
White Mountains (guaranteed)	200,000	5	5	
Wrightav., Y. & Gettysburg	317,050	2	2	

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends		Market Price.
			p.c.	\$	
CANAL AND NAVIGATION STOCKS:					
Chesapeake and Delaware	100	1,345,563	42		
Chesapeake and Ohio	100	8,225,595			
Delaware Division	100	1,633,350	46		
Delaware and Hudson	100	10,000,000	10	168	
Delaware and Raritan	100	2,298,400	10		
Erie of Pennsylvania	50	64,000			
Illinois and Michigan					
Lehigh Navigation	50	6,968,146	10	213	
Monongahela Navigation	50	726,800	3		
Morris, (consolidated)	100	1,025,000	10	25	
" (preferred)	100	1,175,000	10	79	
North Branch	100				
Sault Ste Marie	100				
Schuylkill Navigation (consolid.)	50	1,908,207	10		
" (preferred)	50	2,888,988	20		
Susquehanna and Tide Water	50	2,048,260	16		
Union					
West Branch and Susquehanna	100	1,100,000	6	30	
Wyoming Valley	60	750,000	16	36	

New York Stock Exchange.

Actual Sale Prices for the week ending June 3.

Thurs. Fri. Sat. Sun. Mon. Tues. Wed. Thurs.

Atlantic M. S. S. Co.								31
Boston, Hartford & Erie								
California's								
Canton Co.								
Central of N. Jersey								
Chicago & Alton								
Chicago & I. M.								
" S. F.								
" Inc. b'ds								
Chicago, Burlington & Q.								151
" " 8 p.c.								
Chi. & Gt. Eastern 1st m.								80
Chi. & Northwest'n								69
" " pref.								69
" " 1st M.								52
" " 2d M.								56
" " B. F.								
" " Consol.								98
Chicago & Rock Isl.								98
" 1st M. '70								97
Clev., Col. and Cln.								98
Clev. and Pittsburg								88
" " 2 M.								
" " 3 M.								
" " 4 M. '80								80
Clev. and Toledo								100
" " S. F. '70								
Clev., Painesv. & Ash.								108
Cumberland Coal, pref.								35
Del. & Hudson Canal								163
Del. & Lack. & West.								125
" " 1M. 8p.c. '71-6. 97								96
" 2M. 8p.c. '81								98
Erie								71
" pref.								
" 1 M. 7p.c. '67								103
" 2 M. 7p.c. '79								102
" 3 M. 7p.c. '88								102
" 4 M. 7p.c. '80								
" 5 M. 7p.c. '88								
Great Western 2d mort.								79
Hudson River								79
" 1M. 7p.c. '69. 102								143
" 2M. S. F.								
" 3M. 7p.c. '78								
Illinois Central								148
" bonds								115
Marietta & Cin. 1st pref.								
" 2d "								10
Mariposa Mining Co.								
" pref.								
Michigan Central								120
" SF. 8p.c. '82								
" conv. 8p.c. '69								
M. S. & N. I.								80
" " 1M. S. F.								100
" " 2 M.								90
Mil. and P. du Chien								
" " 1st pref.								
" " 2d pref.								
" " 1st M.								
Milw. and St. Paul								67
" " pref.								67
" " 1st mort.								78
" " 2d mort.								77
Missouri 6s								92
" iss. to H. & St. J. R.								
" " Pacific								
Morris and Essex								
" " 1st mort.								100
" " 2d mort.								89
N. Jersey R. R. & T. Co.								
New York Central								132
" " 7s. S. F. '76								
" " 7s. conv. '76								
" " 6s. S. F. '83								95
" " 6s. S. F. '87								
N. York & Harlem								
" " pref.								
" " 1M. 7p.c. '73								
" " 3M. 7p.c. '77								
N. Y. and N. Haven								151
N. Carolina 6s. ex-coupl.								68
" " new								68
Ohio & Miss.								31
" " pref.								30
" " 1st m.								30
Pacific Mail S. S. Co.								96
Panama								328
Phila. and Reading								96
Pitts. Ft. W. & Chicago								115
" " 1M.								106
" " 2M.								
" " 3M.								93
Quicksilver Mining Co.								204
St. L. Alton & T. H.								49
" " pref.								48
" " 1M.								90
" " 2M. pref.								84
" " Inc. b'ds.								80
" " 1M. ex.								80
Tennessee 6s. ex-coupl.								71
" " new								70
Tel. Wab. & Western								51
" " pref.								51
" " 1M. ex.								94
" " 2M.								
" " Int. b'ds.								
Virginia 6s. ex-coupl.								59
" " new								59

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall. — 18 @ 18

Crude, 40 @ 47 gravity (in shipping order) — 17 @ 17

Refined, free, S. W. — 36 @ 36

Refined, in bond, prime L. S. to W. (110 @ 115 test) — 28

Refined, in bond, Standard White — 28 @ 29

Refined, in bond, prime White — 31 @ 32

Naphtha, Refined, (60 @ 63 gravity) — 18 @ 18

Residuum — 3 per bbl. — 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 3.
Th. 23. F. 29 Sat. 30. M. 1. Tu. 2. W. 3

FEDERAL STOCKS:

U. S. 6s, 1871, reg.	106	105	103	104	106
U. S. 6s, 1871, coup.	106	105	103	104	106
U. S. 6s, 1874, reg.	106	105	103	104	106
U. S. 6s, 1874, coup.	106	105	103	104	106
U. S. 6s, 10-40s, coup.	106	105	103	104	106
U. S. 6s, 1881, reg.	116	115	113	114	116
U. S. 6s, 1881, cou.	116	115	113	114	116
U. S. 6s, '81, O. W. L. Y.	116	115	113	114	116
U. S. 6s, 1881, reg.	116	115	113	114	116
U. S. 6s, 1888, coup.	116	115	113	114	116
U. S. 6s, 5-20s, reg.	109	108	107	108	109
U. S. 6s, 5-20s, c. '02	111	110	112	113	114
U. S. 6s, 5-20s, reg.	111	110	112	113	114
U. S. 6s, 5-20s, c. '64	109	108	107	108	109
U. S. 6s, 5-20s, c. '64	109	108	107	108	109
U. S. 6s, 5-20s, reg.	109	108	107	108	109
U. S. 6s, 5-20s, c. '65	109	108	107	108	109
U. S. 6s, 5-20s, r. n. '65	110	109	110	111	112
U. S. 6s, 5-20s, c. n. '65	111	110	111	112	113
U. S. 6s, 5-20s, c. n. '65	111	110	111	112	113
U. S. 6s, 5-20s, c. n. '67	111	110	111	112	113
U. S. 6s, 5-20s, c. n. '67	111	110	111	112	113
7.30 Notes, 2d series, 109	109	108	107	108	109
" 3d series, 109	109	108	107	108	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 2.
W. 27. Th 28. F. 29. Sat. 30. M. 1. Tu. 2

Catawissa	27	27	27	27	27
" preferred	27	27	27	27	27
Camden & Amboy	129	129	129	129	129
" " 6s '70	129	129	129	129	129
" " 6s '75	129	129	129	129	129
" " 6s '83	91	91	91	91	91
" " 6s '88	91	91	91	91	91
" mort. 6s '88	98	98	98	98	98
Elmira & W'port	32	32	32	32	32
" " pref.	32	32	32	32	32
" " 75	32	32	32	32	32
Lehigh Navigation	21	21	21	21	21
" " 6s '84	84	83	83	83	83
" " Gold L. 91	91	91	91	91	91
Lehigh Valley R. R.	55	55	55	55	55
" " 6s	55	55	55	55	55
Little Schuylkill R. R.	39	38	38	38	39
" " 78	78	78	78	78	78
Minehill	57	58	58	58	58
Morris Canal	58	58	58	58	58
" " pref.	58	58	58	58	58
" " 6s '76	83	83	83	83	83
North Pennsylvania	92	92	92	92	92
" " 6s	92	92	92	92	92
" " 10s	92	92	92	92	92
Northern Central	45	45	45	45	45
Pennsylvania R. R.	52	52	52	52	52
" " 1st m.	52	52	52	52	52
" " 2d m.	98	98	98	98	98
Penn. State, 6s 1st series	108	108	108	108	108
" " 6s 2d series	108	108	108	108	108
" " 6s. 3d series	108	108	108	108	108
" " 6s. W. L.	104	104	104	104	104
Philadelphia City, 6s	101	101	101	101	101
" " new 104	104	104	104	104	104
Philad. Germ. & Nor.	67	67	67	67	67
Phil. & Reading	47	47	47	47	47
" " 6s '86	47	47	47	47	47
" " 6s '70	99	99	99	99	99
Philadelphia & Erie	26	26	26	26	26
" " 6s. 91	26	26	26	26	26
Philad. & Sunbury	75	75	75	75	75
Schuylkill Navigation	20	20	20	20	20
" " pref.	20	20	20	20	20
" " 6s '82	20	20	20	20	20
" " 6s '76	20	20	20	20	20
" " 6s '72	20	20	20	20	20
Susq. Canal	16	16	16	16	16
" " 6s '78	63	63	63	63	63
Union Canal	63	63	63	63	63
" " pref.	63	63	63	63	63
" " 6s '83	63	63	63	63	63
Wyoming Valley Canal	46	46	46	46	46
" " bonds	46	46	46	46	46
Huntington, (Horse)	10	10	10	10	10
Chestnut & Wal.	46	46	46	46	46
Green & Coates	55	55	55	55	55
2d and 3d streets	55	55	55	55	55
Spruce & Pine	54	54	54	54	54

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 2.
W. 27. Th 28. F. 29. Sat. 30. M. 1. Tu. 2

Baltimore City 6s, 1875	98	98	98	98	98
" " 1886	98	98	98	98	98
" " 1890	98	98	98	98	98
" " 1893	98	98	98	98	98
Balt. and Ohio	98	98	98	98	98
" " bds, '75	98	98	98	98	98
" " '80	98	98	98	98	98
" " '85	98	98	98	98	98
Marietta & Cinc. 1st m.	98	98	98	98	98
" " 2d m.	72	71	72	72	72
Northern Central	46	46	46	46	46
" " bds, 1885	84	84	84	84	84
" " 1900	85	85	85	85	85
N. W. Va. 1st mort	52	52	52	52	52
" " 2d mort	52	52	52	52	52
" " 3d mort.	52	52	52	52	52
City Passenger R. R.	104	104	104	104	104

Boston Stock Exchange.

Actual Sale Prices for the week ending June 3.
Th. 23. F. 29 Sat. 30. M. 1. Tu. 2. W. 3

Boston and Albany	149	149	149	150	150
Boston and Lowell	140	140	140	140	140
Boston and Maine	140	140	140	140	140
Boston and Providence	15	15	15	15	15
Boston, Hartford & Erie	15	15	15	15	15
Cheshire, prof.	72	72	72	72	72
Concord	72	72	72	72	72
Connecticut River	124	124	124	124	124
Eastern	118	118	119	119	119
Fitchburg	132	132	132	132	132
Manchester & Lawrence	130	130	130	130	130
Northern, N. H.	120	120	120	120	120
Ogdens, & Lake Champlain	68	68	68	68	68
Old Colony & Newport	92	92	92	92	92
Ph. Wil. & Baltimore	57	58	58	58	58
Portland, Sac. & Ports.	107	107	107	107	107
Vermont & Canada	98	98	98	98	98
Vermont & Mass.	56	56	56	56	56
Broadway (Horse)	68	68	68	68	68
Cambridge	98	98	98	98	98
Metropolitan	65	65	65	65	65
Middlesex	21	21	21	21	21
Central Mining Co.	23	23	23	23	23
Copper Falls	23	23	23	23	23
Franklin	154	154	154	154	154
Huron	154	154	154	154	154
Isle Royale	154	154	154	154	154
National	6	6	6	6	6
Minnesota	154	154	154	154	154
Pewabic	9	9	9	9	9
Pittsburg	21	21	21	21	21
Quincy	25	25	25	25	25
Rockland	154	154	154	154	154

London Stock Exchange.

The following were the closing prices for American Securities May 15th, and 22d:

	Closing Prices	
	May 22	May 15
United States, 5-20s, 6 per cent	71@ 71	70@ 70
Do. do. 8 do. 1884	69@ 71	68@ 70
Do. do. 6 do. 1885	70@ 70	69@ 69
Do. do. 6 do. 1886	87@ 88	87@ 89
Virginia State, 5 per cent	52@ 55	52@ 55
Do. 6 per cent	34@ 34	32@ 34
Atl. & Gt. Western, N. Y. sec. 1st	60@ 65	60@ 65
mort. 1880, 7 per cent	55@ 60	55@ 60
Do. 2d mort. 1881	60@ 65	60@ 65
Do. Penn. 1st mort. 1877	60@ 65	60@ 65
Do. do. 2d mort. 1882	55@ 60	55@ 60
Do. consolid. mort. bonds, 1890	314@ 324	32@ 33
Detroit and Mil. 1st mort. 7 p. c. 1884	57@ 59	57@ 59
Erie shares, \$100 (all paid)	45@ 46	45@ 46
Do. sterl. 6 p. c. conv. bonds	70@ 72	70@ 72
Illinois Central, 6 p. c. 1875	90@ 95	90@ 95
Do. \$100 shares (all paid)	95@ 96	94@ 95
Do. 7 p. c. 1875	75@ 80	75@ 80
Marietta & Cinc. R. R. bonds, 7 p. c.	69@ 71	69@ 71
Panama R. R. 2d mort. 1882, 7 p. c.	104@ 106	104@ 106
Penn. R. R. bonds, 2d mort. conv. 6 p. c.	93@ 95	93@ 95

American Railroad Journal.

Saturday, June 6, 1868.

Stock Exchange and Money Market.
 Money has been very freely offered all through the week to responsible street borrowers at from 3@5 per cent. on call. The banks have been generally claiming 5 per cent., and failing to place their accumulating means at this figure, they have been investing large sums in the public funds, which pay better, in the way of interest, at even the advanced prices now current for the National funded obligations. Private capitalists have been meeting the speculative inquiry at 4@5 per cent. on railway collaterals, and 3@4 per cent. on Government securities. Nearly all the prominent dealers in the public funds have had ample means placed at their disposal at 3, and in some exceptional instances, as low as 2 per cent. per annum. The discount market has been comparatively tame. The offerings of strictly prime to good paper have been quite moderate, and have met a ready market at from 5@7 per cent. per annum. The Sub-Treasury reduced its cash reserve, last week, very materially, the decrease having been a little over eight millions. The city banks made a further addition of nearly 3½ mil-

lions to their legal tender reserve, and nearly 2½ millions to their deposits; while reporting a loss of over 2½ millions of specie. Their loans were augmented about \$800,000.

The specie reserve of the city banks is now \$17,861,088, against \$14,617,060 same time last year. The city bank deposits are now \$204,746,964, against \$190,386,143 week ending June 1, 1867. The legal tender reserve amounts to \$65,638,753, against \$58,459,827 same time last year. The circulation now stands at \$34,145,606, against \$37,747,039 same time last year. The New York Gold Exchange Bank reports for the week ending Saturday, the 30th day of May, 1868, the average amount of loans and discounts as \$947,594; average amount of specie, \$878,073; average amount of deposits, \$1,074,013.

The Philadelphia Bank movement the past week shows an increase in loans of \$99,224; a decrease of \$40,931 in specie; an increase in legal tenders of \$361,766; an increase of \$574,160 in deposits; and a decrease of \$34,389 in circulation. The Bank Clearings show a decrease of \$1,667,446, and the balances, an increase of \$23,887. The U. S. Sub-Treasury receipts, week ending with May 30, were \$42,162,953, including \$2,240,981 from customs duties; payments, \$50,170,722, including \$53,000 of coin interest; balance at the close of the week, \$94,677,986, against \$102,685,75

\$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$8,215,446, leaving, with the existing 1,639 banks, (having an aggregate capital of \$420,221,210,) an actual circulation at this date, of \$290,794,600. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,472,400; and for the public deposits, \$38,289,950—making a total of \$379,762,350. The Treasury Department last week redeemed and destroyed \$395,100 of worn and mutilated fractional currency, and issued \$410,000 of new. The outstanding amount of fractional currency on the 1st inst. was \$32,450,489, against \$32,588,690 on the 1st of April, and \$32,807,947 on the 1st of March 1868.

Government revenues have been up to a moderate average, since our last. The excises, last week, yielded some four millions, against \$8,204,250 the preceding week; customs at the port of New York, \$2,240,981, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$8,200,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about \$176,000,000. The latest official estimates of the total income from excises for the whole of the current fiscal year, ending with the 30th of the present month of June, are \$190,686,426, and from customs, \$165,208,374; other sources, about 50 millions; grand aggregate \$405,794,459, against estimated expenditures of \$379,178,067 all told.

Gold has been in rather more speculative demand, since our last, and the price has rallied again to 140%, which was the latest quotations on Wednesday. The Customs inquiry has been light, averaging less than \$400,000 a day. The export call has been fair. The shipments on Tuesday and Wednesday of the current week amounted to \$1,902,658.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$3,262,373, against \$1,056,573 same time last year. The customs demand for Gold last week, averaged \$373,497 a day; thus far, this week, it has been equal to \$376,000 a day, or equal to a weekly aggregate of \$2,256,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$48,268, and from California, \$827,040. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$105,828,794, against \$114,897,903 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$32,841,844, against \$35,656,416 same time in the preceding fiscal year, showing a decrease of \$2,814,532 in 1867-68. The exports of specie from this port, last week, were \$4,211,723, against \$777,143 same week last year. The exports of specie, hence, since July 1, 1867, have been \$65,475,996, against \$34,622,689 same time in 1866-7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt per lb.; receipts, \$2,384

\$53,000, and since July 1, 1867, \$71,705,637, against \$53,015,310 same time in 1866-7. The specie exports from San Francisco, from Jan. 1, to May 15, 1868, were \$18,743,698, against \$18,611,035 same time last year.

Government has disbursed \$17,053,377 of coin interest through the local office, thus far in May.

The demand for foreign exchange has been on a moderate scale, but as the offerings of prime bills have been light, prices have been well supported, particularly for sterling bills, which have been most in request, and least freely offered. Bankers' prime sixty day bills on London closed on Wednesday at 109%@110%, and on Paris to 5.16%@5.12%; sight bills on London to 110%@110%, and on Paris to 5.11%@5.10. The offering of produce bills has been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,692,824, against \$2,437,899 same week last year; total, since July 1, 1867, \$166,641,475, against \$178,083,378 same time in 1866-67.

Government securities have been generally in very brisk demand, on home and foreign investment account, since our last, and a further marked improvement in prices has been established. The week's dealings have been unprecedentedly heavy, as far as regards the street and Board business. The main run has been on the Five-twenties and Ten-forties. The Five-twenties of 1862 and 1867 have been particularly active, closing very strong and buoyant.

U. S. sixes of 1861 closed here on Wednesday at 116%@116%; U. S. Five-twenties of 1862, 112%@112%; U. S. Five-twenties of 1864 at 110%@110%; U. S. Five-twenties of 1865 at 110%@110%; U. S. Five-twenties of 1865, consolidated, 113%@113%; U. S. Five-twenties of 1867, 113%@113%; U. S. Ten-forties at 106@106%, and U. S. Seven-thirties at 109%@110%. The brokers are buying the compound interest notes at the following rates, and selling at an advance of 1%@1% of 1 per cent. on these figures:

August, 1865.... 118% | October, 1865.... 117%
September, 1865.... 117% | U. S. three per cent. certificates.... 100%

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 20.	May 27.	June 3.
Consols.....	94% ³ / ₄	95% ¹ / ₂	96% ¹ / ₂
U. S. 5-20's of 1862....	71% ³ / ₈	72	72% ¹ / ₂
Erie.....	46% ³ / ₈	46	46
Ill. Central.....	95% ¹ / ₂	96	97% ¹ / ₂

General business has been less active in the line of domestic produce, though prices have favored buyers in most instances. Middling upland cotton closed tamely on Wednesday at 31 cents, per lb. The stock of cotton now here is estimated at about 66,000 bales. The receipts at the port this week, have averaged only about 800 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,135,000 bales, against 1,743,000 bales same time last year; exports, same time 1,615,000 bales, against 1,345,000 bales same time last year; stock on hand at latest dates, 150,000 bales, against 230,000 bales same date last year. At the Live Stock markets, this week, Beeves have been more sought after at firmer prices, ranging from 15%@18% per lb.; week's receipts, 4,348. Veal calves have been in moderate demand at from 6@11% per lb.; receipts, \$2,384. Sheep and lambs have

been much more abundant, and have been in less request at reduced figures, ranging from 4%@8c. per lb.; receipts, \$19,681. Swine have been plenty and heavy at from 8%@9% per lb., all live weight; receipts, \$28,601. Foreign merchandise has been in light demand, as a rule, but held with considerable firmness. The total imports of foreign dry goods, last week, were \$1,185,203, and the total amount marketed \$1,014,089. The value of foreign merchandise imported last week, was \$5,635,567—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,820,770, against \$5,950,715, same week last year; total since July 1, 1867, \$222,293,464, against \$251,406,022 same time in 1866-67. The freight market closed heavily on a less active business. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 3%¹/₂d. @4d. by sail, and 5@5%¹/₂d. by steamer, per bushel; cotton at 1%¹/₂d. by sail, and 1%¹/₂d. @3%¹/₂d. by steamer, per lb.; and heavy goods at 15s. @30s. by sail, and 15s. @35s. by steamer, per ton. Total number of vessels in port on Wednesday 524.

The New York exports, exclusive of specie, for the week ending June 2d, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$2,437,899	\$2,692,824
Prev. reported.....	80,953,842	72,805,766

Since January 1..... \$83,391,741 \$75,498,590

The imports for the week ending May 30th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$1,232,567	\$1,185,203
Gen. merchandise.....	4,718,148	5,635,567

	1867.	1868.
Total for the week.....	\$5,950,715	\$6,820,770
Previously reported....	103,655,187	94,928,025

Since January 1..... \$109,605,902 \$101,743,795

The balance in the Sub-Treasury on Wednesday was \$93,037,528 64.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Georgia 7s, 96; Jersey City W. L., 96; Brooklyn 6s, W. L., 97%¹/₂; Pacific R. R., 7s, guar. by Mo., 98%¹/₂; Hannibal and St. Joseph R. R., 80%¹/₂; do., pref., 86; do., convertible bonds, 100; Chicago and Great Eastern, 35; Toledo, Peoria and Warsaw 1st mort. E. D., ex-int., 82%¹/₂; Toledo and Wabash Equipment bonds, 73; Boston Water Power Co., 20%; Union Navigation, 25%¹/₂; Adams' Express Co., 57%¹/₂; Wells-Fargo Exp., 25%¹/₂; American Exp., 53%¹/₂; Merchants' Union Exp., 28; U. S. Exp., 56; Western Union Telegraph, 38%¹/₂; do., 7s, 82%¹/₂; Ocean Bank, 108; Bank of Republic, 120; Importers' and Traders' Bank, 132; Bankers' and Brokers' Ass., 114%¹/₂; Fourth National Bank, 110; Marine Bank, 150; Shoe and Leather Bank, 117%¹/₂; Continental Bank, 104; Central National Bank, 109; American Flag, 0.50; Buchanan Farm, oil, 0.43; Burroughs Gold, 0.10; Brevort, oil, 0.30; Black Hawk Gold, 6.00; Consolidated Gregory Gold, 4.10; Corydon, 0.30; Edgehill Mining, 4.80; Empire Gold, 2.55; La Crosse Gold, 0.48; Montana Gold, 0.41; N. Y. and Allegheny, oil, 2.10; New York Gold, 0.75; Quartz Hill Gold, 1.10; Rocky Mt. Gold, 0.22; Smith and Parmalee,

2.95; United States, 2.00; Wallkill Lead, 0.22; **Philadelphia.**—Pittsburg 5s, 74; Pennsylvania 5s, 1870, 99½; do., do., coupon, 98; Allegheny Co. comp. 5s, 77; Sunbury and Erie 7s, 100½; Westchester R. R. 7s, 97½; West Jersey R. R. 6s, 95; Philadelphia and Erie 7s, 80½; Western Penna. R. R. bonds, 81¾; North Penn. R. R. 7s, 88; Reading 6s, 1843-'80, 94½; Lehigh Nav. 6s, R.R. Loan, 87½; Philadelphia and Trenton R.R., 129½; West Philadelphia R. R., 66; Union Canal pref., 1½; Delaware Division Canal, 46; Chesapeake and Delaware 6s, 95; Tenth and Eleventh streets R. R., 70; Girard College R. R., 26; Thirteenth and Fifteenth streets R. R., 14½; Ocean Oil, 1.81; Big Mt. Coal, 5½; N. Y. and Middle Coal Fields, 3½; Locust Mt., 46; Green Mt., 3¾; Keystone Zinc, 1½; Bank of North America, 252; Mechanics' Bank, 31½; Philadelphia Bank, 160; Farmers' and Mechanics' Bank, 128½; Commercial Bank, 58; Corn Exchange Bank, 70. The latest quotations are: City 6s, 98@98½; do., free of tax, 101½@101½; State 5s, reg., 99½@100; do., coupon, 97½@97½; do., 6s, W. L., 104@105; Reading, 47½@47½; do., 6s, 1870, 102@102½; do., bonds, 94@94½; Camden and Amboy, 129@129½; do., mort. 6s, 1889, 96½@97; do., 1883, 91@91½; Penn. R. R., 58@58½; do., 1st mort., 103@103½; do., 2d mort., 98½@98½; Little Schuylkill R. R., 39@40; Morris Canal, 30@50; do., pref., 72@74½; do., bonds, 85@89; Wyoming Valley Canal, 40@40; do., 6s, 79½@85; Susquehanna Canal, 15½@16; do., 6s, 62½@63; Sch. Nav., 10½@12; do., pref., 20½@20½; do., 6s, 1882, 72@73; Union Canal bonds, 14@14½; Delaware Div. Canal, 45@47; do., bonds, 80@82; Elmira and Williamsport, 31½@33; do., pref., 42@45; do., 7s, 1878, 98@100; do., 5s, 58@62; Lehigh Coal and Navigation, 21@21½; do., bonds, 1884, 83@88¾; North Pennsylvania, 33@34; do., 6s, 92@93; Philadelphia and Erie, 26½@26½; do., 6s, 91½@92; Minehill, 57½@57¾; Catawissa, 6½@10; do., pref., 27½@27¾; Lehigh Valley, 55½@55½; do., bonds, 95½@95½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 54½@55½; West Philadelphia, 65@66; Spruce and Pine, 23@24; Green and Coates, 31@31½; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 13½@14½; Girard College, 26@26½; Tenth and Eleventh, 67@70; Union, 40@44; Hestonville, 10@10½.

Boston.—Vermont Central 1st mort., consolidated, 77½; do., 2d mort., 35; Vermont Central and Vermont and Canada 8s, 103; Vermont and Massachusetts R.R. 6s, 1883, 95; Ogdensburg 1st mort., 100; Boston, Hartford and Erie 7s, 69½; do., new, 54; Cheshire R. R. 6s, 1880, 95½; Eastern R. R. 6s, 1874, 97; Rutland and Burlington 1st mort., 144; Ogdensburg and Lake Champlain pref., 102½; do., Equipment 8s, 101½; Rutland R. R., 32½; do., pref., 80; Summit Branch R.R., 19½; do., 6s, 1870, 91; West Cambridge Horse R. R., 37; Indianapolis and Cincinnati R. R., 26½; Boston Water Power Co., 20½; Waverly Land Co., 2; Cary Imp., Co., 11½; Short Mt. Coal, 13½; Rhode Island 6s, 100; New Hampshire 6s, 1870, 99½; Massachusetts 5s, 1893, gold, 113½; do., sterling 5s, 1871, \$655 per £; do., 6s, currency, 103; Cook Co., Ills., 7s, 95½; Salem 6s, 1883, W. L., 100; Hartford 6s, 1879@1880, 99½; St. Louis 6s, Harbor Imp., 85;

do., 1888, sewerage, 84½; Portland 6s, 1877, Municipal, 97; Louisville 6s, 1879, 80½; Chicago 7s, 1892, River Imp., 97½; do., Tunnel, 97½; do., sewerage, 98½; do., 1890, Municipal, 98; Boston 5s, 1882, 110½; do., 1884, 112; do., 6s, 1876, currency, 103; Newburyport 6s, 1887, 100; Boston National Bank, 67; Everett National Bank, 107½; First National Bank, 167; Hide and Leather National Bank, 107½; Merchants' National Bank, 119½; Massachusetts National Bank, 121; National Bank of Redemption, 115½; National Bank of Commerce, 120; North National Bank, 114; State National Bank, 107½; Suffolk National Bank, 119; Traders' National Bank, 100½; Third National Bank, 119; Allouez Mining Co., 3½; Bullion Consolidated, 62½c.; Humboldt, 60c.; Hancock, 5½; Ophir (N. S.) gold, 1.25; St. Clair, 1.

Baltimore.—Maryland 6s, 1870, 98; Virginia 6s, reg., old, 50½; do., 1866, 46; Central Ohio R.R., 37½; do., 1st mort., 86½; Western Maryland bonds, 80; do., 2d mort., guar., 92; Richmond and Danville R. R. bonds, 68; Orange and Alexandria R.R. bonds, 75; Virginia Central 4th mort. 8s, 82½; Atlantic Coal, 1.10; Virginia Coal and Iron, 0.50; Bare Hill, 0.50; Gardiner Hill, 0.06; Union Bank, 61½; Mechanics' Bank, 11; Bank of Baltimore, 115½; National Exchange Bank, 101. The latest quotations are: Balt. and Ohio, 122@123½; do., 6s, 1875, 98½@98½; do., 1880, 98@—; do., 1885, 97½@97½; Northern Central, 46½@47; do., bonds, 1885, 84½@84½; do., 1900, 82½@83; Parkersburg Branch, 27@28; N.W. Va., 1st mort., 96@96½; do., 2d mort., 94@95; do., 3d mort., 1878, 92@95; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93½@93½; do., 2d mort., 72½@72½; Central Ohio, 37½@37½; do., 1st mort., 86½@86½; Western Md. 6s, 1890, 80@—; do., guar., 94½@95; Baltimore 6s, 1870, 98@98½; do., 1878, 96@—; do., 1875, 98@98; do., 1886, 98½@99; do., 1890, 98½@98½; do., 1893, 96@96½; do., 5s, 1888-70, 80@80; City Passenger R. R., 19½@20; George's Creek, 50@70; Santa Clara, 1.50@3.00; Atlantic Coal, 1.10@1.15.

Northern (N. H.) Railroad.

At the recent annual meeting of the stockholders of this company at Concord, the old board of Directors was re-elected, as follows: Onslow Stearns of Concord, John A. Burnham of Boston, George W. Nesmith of Franklin, Uriel Crocker of Boston, Josiah Minot of Concord, Joseph W. Clark of Boston, and George A. Kettell of Boston. Resolutions were adopted authorizing the Directors to agree to a union of the Contoocook River and Concord and Claremont Railroad with the Sugar River Railroad, as provided in the act of incorporation of the last named road; and authorizing the Directors to apply any moneys received by them on account of the above mentioned roads, toward the extension of the railroad from Bradford to Claremont. The action of the Directors in settlement of the account of the trustees for the bondholders of the Sullivan County Railroad, was ratified.

The Oxford (Pa.) Press states that the work of grading the lower section of the Columbia and Port Deposit Railroad is being pushed on rapidly, and will be ready for the rails and ties in a few months.

Mont Cenis Railway.

Mr. Brunlees, the engineer of this enterprise, writes under date of May 11th, that there is no truth in the statement that a new supposed difficulty is likely to delay the opening of the road. He says: "From a recent examination of the whole line I can testify that the central rail is as perfect as the day it was laid down, notwithstanding that during the last eight months some of the engines have been constantly running. Moreover, any one acquainted with Fell's system ought to know that the horizontal wheels of the engines are made wide to allow for the play in the springs, and without flanges, so that there is not the least risk of tearing up the centre rail. No time can be fixed for the opening until the official report of the Commissioners is received, and this is daily expected."

Great Russian Railway.

This company has held a meeting at St. Petersburg with reference to the proposed acquisition of the St. Petersburg and Moscow line. It was decided, by 1,087 votes to 5, to proceed with the necessary negotiations for the acquisition of the line, it being always understood that the original rights of the Great Russian shareholders, as defined by the statutes of November 3, 1861, should remain intact.

The Indo-European Telegraph Co., which was organized about the middle of April, for the construction of a line to India through Russia and Persia, have obtained the whole of their proposed capital of 450,000. The Russian Government are stated to have placed a war steamer at the disposal of the company for three months, to take soundings for the cable in the Black Sea. Meanwhile the Persian portion of the line will be commenced, and is expected to be completed within twelve months.

Columbus, Chicago and Indiana Railway Company are prepared to pay all arrearages of interest on the first mortgage bonds of the Chicago and Great Eastern road, and the arrearages on the first mortgage and sinking fund bonds of the Cincinnati and Chicago Air Line road, adding interest from the maturity of each coupon, and deducting Government tax. The office of the company is at No. 57 Broadway.

A meeting of the Worthington Valley and Manchester Railroad Company was held at Dover, Baltimore County, Md., the 16th ult., when the following places were designated to open books and solicit subscriptions to build said road: Ashland, Mantua Mills, Dover, Davisville, Benson's Mill, Lawson's Mill, Zoucksville, Hampstead and Manchester.

There are now three hundred men at work on the Dubuque and Sioux City Railroad between Iowa Falls and Fort Dodge. One-half the work is now done, and by the middle of July next the grading, bridging, etc., will be complete and ready for the rail.

The St. Louis Dispatch says that all the iron necessary to complete the North Missouri Railroad to Kansas City and the Iowa State Line has been purchased. The road will be finished to both points by the middle of October.

Railroad Earnings--Weekly.

The earnings of the Atlantic and Great Western Railway for the third week in May, 1868, were \$99,300 00
Corresponding week previous year 117,668 00

Decrease \$18,368 00

The earnings of the Chicago and Northwestern Railroad for the 4th week in May, 1868, \$423,827 85
Corresponding week previous year .. 328,344 88

Increase \$100,482 97

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week in May, 1868, were \$118,848 00
Corresponding week of 1867 116,826 00

Increase \$2,522 00

Surveys for a new railroad from Freehold to Farmingdale are being made. The road will do a marl, freight, and passenger business, and will afford railroad communication from Long Branch to Jersey City, the route being over the Raritan and Delaware Bay, Freehold and Squankum, Freehold and Jamesburg, and United Companies' roads.

The Hudson Star says that the grading on the Tomah and St. Croix Railroad to Black River Falls, a distance of about thirty miles, is entirely completed; the iron is purchased and it is expected to have the track laid, and a construction train running within the next three months.

The board of directors of the Kent Co. Railroad Company have elected the following officers: President, T. W. Eliason, Esq.; Treasurer, R. Hynson, Esq.; Secretary, Charles T. Westcott, Esq.

The Colebrookdale Railroad is to be commenced at once, the contract for grading from Pottstown to Mount Pleasant, a distance of fourteen miles, having been awarded to George Rice, of Pottstown. The Lehigh Valley News says the line is soon to be extended to Hosenack Gap, five miles beyond Mount Pleasant, so as to connect with the Perkiomen Railroad, and thus to become a through route from Pottstown to Allentown, and thence through the Lehigh Valley to New York.

The Pan Handle Road (O.) Holliday's Cave, (Western Va.) and the Steubenville and Indiana (Ohio) Railroads have consolidated under the name of the Pittsburg, Cincinnati and St. Louis Railroad Company. The capital is \$10,000,000. The central office is to be at Steubenville, Ohio.

The Doylestown Democrat says that the Plymouth Railroad will be completed by the middle of September. The new road will be about ten miles long, and will connect the Norristown Railroad, at Conshohocken, with some point on the North Pennsylvania Railroad.

The annual meeting of the stockholders of the Paterson and Newark Railroad was held in Newark on the 1st inst. Messrs. T. B. Peddie, Andrew Derron, R. S. Gould, Wm. L. Catherwood and Geo. T. Howell, were elected Directors.

The route of a proposed railroad from Philadelphia to New Hope is being surveyed.

Journal of Railroad Law.

CATTLE RUNNING AT LARGE—COMMON LAW LIABILITY OF RAILROADS.

The facts in the case of the Michigan Southern and Northern Indiana Railroad Company *vs.* Fisher, (27 Ind., 96,) which has just been decided in the Supreme Court of Indiana, clearly appear in the opinion of the Court, delivered by

GREGORY, J.—Fisher sued the railroad company for killing his cow through the "fault, misconduct and negligence" of the employees, servants and agents of the defendant, by striking and running over her with a locomotive and train of cars running on the defendant's road.

This suit was commenced before a Justice of the peace, and was tried in the Court below on appeal. The Court found for the plaintiff. The defendant moved for a new trial, on the ground that the verdict was not sustained by the evidence, and that the same was contrary to law. The Court overruled the motion, to which the defendant excepted. The evidence is in the record. The cow was running at large, she was killed by a train on the defendant's road, about one and a half miles west of Ligonier at a road crossing; the cattle were accustomed to cross the railroad there, it was a crossing on a public highway, it was snowing at the time, and the wind was blowing hard, making it difficult to hear or see at any considerable distance; no whistle or bell was sounded, and the train was running about one-fourth faster than usual.

The Board of Commissioners under authority of the Revised Statutes, made an order allowing cows, &c., to run at large.

In the absence of an order of the Board of County Commissioners, the common law rule obtains in this State, that the owner of cattle is bound to keep them on his own premises, and that if he permits them to roam at large, on the land of others, he is a wrong-doer. The Lafayette and Indianapolis Railroad Co. *vs.* Shriner, 6 Ind., 141. But this was not the rule in the early settlement of this State. It was not then applicable to our circumstances. And as some portions of the State are yet sparsely settled, the Legislature has placed it in the power of the County Commissioners to change this rule of the common law. But when such an order is made, it imposes no greater obligation on the owner of other property, in the lawful use thereof, than rested upon him at the common law. This question was very fully considered by this Court in Durham *vs.* Musselman, 2 Blackf., 96, and the ruling in that case meets our approbation.

In the case in judgment, the railroad company was in the lawful use of its own property, in such a manner, that the injury complained of was not the natural or probable consequence of the act, and therefore the company is not liable to one who permitted his cow to run at large.

The judgment below is reversed, with costs, and the cause remanded, with directions to grant a new trial, and for further proceedings.

The Council Bluffs and St. Joseph's road is expected to be completed by the 1st of July next to St. Joseph, which, by rail to Weston and Kansas City, and by the Pacific Railroad to St. Louis, will give a short and expeditious route from St. Louis to Omaha.

Revenue and Expenditures of the United States.

From the statement of revenue and expenditure, and the estimates thereof, made in the House of Representatives on the 1st inst., by the Chairman of the Ways and Means Committee, it appears that the actual expenditure for the current fiscal year has been:

For nine months \$280,678,066
3 months to July 1, 1868, estimated. 98,500,000

Total for the year \$379,178,066

Of this \$149,418,883 is for interest on the public debt, \$123,858,496 for the War Department, \$51,554,175 for the civil list, \$25,613,678 for the navy, and \$28,733,337 for interior, pensions and Indians.

The revenue for the same year is as follows: Six months (received) \$299,194,459
Three months, to July 1, (estimated) 106,600,000

Total \$405,794,459

This amount of revenue for the fiscal year ending June 30, 1868, actual and estimated, is made up thus:

Customs (coin)	\$165,208,374
Lands	1,166,337 31
Internal revenue	190,686,426 44
Direct tax	1,713,960 46
Miscellaneous	47,019,360 71

Total \$405,794,459 29

Next year's expenditure (ending June 30, 1869,) is thus stated:

Interest on the public debt	\$129,678,078
Bounties as estimated	40,500,000
Purchase of Alaska (coin)	7,200,000
All other	150,273,366

Total for the year \$327,651,000

Against which revenue is estimated as follows: Customs (coin)

Internal revenue

Other revenue

Total revenue, 1868-'69 \$406,560,000

According to these figures the coin revenue will be some 35 millions in excess of the interest on the public debt, leaving 23 millions of coin revenue (besides the Alaska purchase money) available for the purchase of the principal during the year. This is equal to the amount required under the sinking fund provision in the fifth section of the act of February 25, 1862.

The estimated currency revenue, on the other hand, exceeds the currency expenditure by an amount sufficient to provide for the remainder of the currency debt.

Work on the Indianapolis and Vincennes Railroad is progressing rapidly, and a portion of the Cairo and Vincennes Railroad, lying between Vincennes and Carmi, has been put under contract.

The Union Pacific Railroad has been completed and opened for business six hundred miles west from Omaha. Sixty miles have been built this season. The company have a larger force of laborers at work than ever before.

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600 MILES

OF THE

UNION PACIFIC RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1866 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—A Government Grant of the right of way, and all necessary timber and other materials found along the line of its operations.

II.—A Government Grant of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—A Government Grant of United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—A Government Grant of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more*. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid

with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—A Capital Stock Subscription from the stockholders, of which over *Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—Net Cash Earnings on its Way Business, that already amount to *MORE THAN THE INTEREST* on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds
upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for \$1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.

AND IT IS BELIEVED THAT THEY WILL SOON
BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,
And by the Company's advertised agents throughout the
United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1866 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

MAY 25, 1865.


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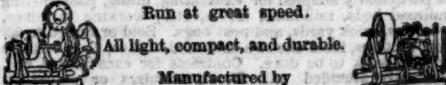
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OFFICE OF THE TOLEDO, PEORIA AND WARSAW
RAILROAD COMPANY, No. 26 EXCHANGE PLACE,
NEW YORK, May 14, 1868.

NOTICE TO THE BONDHOLDERS AND
shareholders of the Toledo, Peoria and Warsaw Railroad Company of Illinois. You are hereby notified that a meeting of the bondholders and shareholders of this Company will be held in this City on the 15th day of June next at the office of the Company, between the hours of 10 and 2 o'clock, to vote upon the question of the extension of the road from La Harpe to Burlington, Iowa, and from Warsaw to Quincy, Illinois, to connect with the Government bridges at those places, and to authorize the Board to contract for the building of the same, and to issue sinking fund bonds of the Company bearing interest at eight per cent., at the rate of fifteen thousand dollars (\$15,000) per mile upon such extensions or branches for said purpose, or upon any other plan that may be presented you at said meeting for the purpose of raising the necessary funds for building the extensions, and upon any other subject that may be offered for consideration at said meeting.

Per order of the Board,
CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY,
Treasurer's Department

PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
821 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 20th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
821 Treasurer.

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BRAKE TUBING, ETC.**

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We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.), and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

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Iron and Steel Angles, Channels, &c. Heavy Forgings of every description, in Iron and Steel.

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Safety Railroad Switch.

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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa.

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DR. C. F. CHANDLER,
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